

LEGION

MAGAZINE

THE PRICE WE PAY FOR KILLING OUR SST



ROOSEVELT DID NOT
SHOOT CHURCHILL IN THE
CHATEAU FRONTENAC

THE LIFE OF
DAVY CROCKETT
Frontier Hero
and Humorist

Authentic.



When the thought is genuine,
the gift should be. Dewar's "White Label."

Dewar's never varies.

LEGION

Magazine

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National Commander
Joe L. Matthews

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LETTERS TO THE EDITOR

Letters published do not necessarily express the policy of The American Legion. Keep letters short. Name and address must be furnished. Expressions of opinion and requests for personal service are appreciated, but they cannot be acknowledged or answered, due to lack of magazine staff for these purposes. Requests for personal services which may be legitimately asked of The American Legion should be made to your Post Service Officer or your state (Department) American Legion Hq. Send letters to the editor to: Letters, The American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y. 10019.

ALLAN PINKERTON

SIR: Enjoyed the article, "Allan Pinkerton... Our Original Private Eye" (October). Regarding the photo of Pinkerton astride his horse (place and date unknown), my Civil War album states, "Under guise of Major Allen, chief of Secret Service in the Civil War, Pinkerton was passing through camp at Antietam one September day in 1862, riding his favorite horse and carelessly smoking a cigar, when one of Matthew Brady's men called to him to halt a moment while he took this picture."

RALPH HAGEN
Ames, Iowa

SIR: Re your photo of Allan Pinkerton on horseback. The place was at the battle of Antietam in Maryland. The date Sept. 1862. Thanks for a great story. The article was superb.

FRANK SMITH
Front Royal, Va.

E BONDS: ACCUMULATED INTEREST

SIR: In the Personal column of your August issue, the author, Edgar A. Grunwald, reported that E bonds could be converted into H bonds without paying tax on the accumulated interest of the E

bonds. After reading this, I had a number of E bonds converted to H bonds. On each of the H bonds, the amount of the accumulated interest of the E bond was given and it was also stated that this amount must be reported to the Internal Revenue as regular income for taxation. On what does Mr. Grunwald base his information? I would like to know so that I can file my 1972 income tax with a clear conscience and also save on the accumulated interest of my E bonds.

RAY C. AHNER
Huntington, Ind.

Mr. Grunwald based his information on a U.S. Treasury bulletin, which states that you can convert E bonds to H bonds without paying income taxes on the accumulated interest of the E bonds. Of course, if you eventually cash in the H bonds, the interest the E bonds have accumulated will be taxable at that time.

WHY CHEMICALS IN OUR FOOD?

SIR: I am a graduate student in the Institute of Food Science and Marketing at Cornell University in Ithaca, N.Y.

When your March issue was given to me I read with interest your article, "Why Chemicals In Our Food?" by Harvey Ardman. I am writing to congratulate Mr. Ardman on composing a very accurate and informative story on food additives. During the past few years, the American public has read many articles which contained false facts, biased viewpoints and many discrepancies. I am pleased to see that you presented your story in a clear, concise and honest manner. Many of my colleagues and professors who have seen the article also enjoyed it. Keep up the good work; we

need more articles like this to educate the consumer.

ROBERT B. GRAVANI
Ithaca, N.Y.

SPIRIT OF '76 EMBLEM

SIR: Was the Legion's Spirit of '76 emblem, which was pictured in your Convention story in the October issue as the proposed emblem, accepted as the official emblem?

ROY A. ROBINSON
Wheeling, W.Va.

No, a slightly different one, shown below, has been adopted as official.



A SALUTE TO BOYS NATION

SIR: Five years ago, I lived in a communist country. Under a totalitarian system, I was only free to dream of freedom. I will be always grateful to The American Legion—through its great programs, Boys State and Boys Nation—for teaching me the most valuable lesson in my life—the genuine meaning of democracy and freedom.

I must say that the time I spent at Boys State and Boys Nation was not a time of indoctrination and propaganda. Instead, it was a time when the most valuable lesson of democracy was exchanged and received. For during this time, we, the participants, were the government and we were its people.

I believe that the strength of our country is not derived so much from its material affluence as from the quality of its citizens. I also believe that our country's future rests in the hands of our young citizens; and The American Legion, by training the youth for the future today, is building a stronger America for tomorrow.

STANISLAW KADZIEWICZ
Southbridge, Mass.

HISTORIAN SEEKS VETS' ASSISTANCE

SIR: For research for a history of the Naval Construction Battalions, I would appreciate information on the following battalions: the 25th NCB, activated Sept. 1942; the 19th NCB on Noumea, Caledonia, in Feb. 1943; and the 18th NCB, transferred on board the 18th Marines, SMD, FMF, May 1943 in New Zealand.

GEORGE F.W. PITZKE, II
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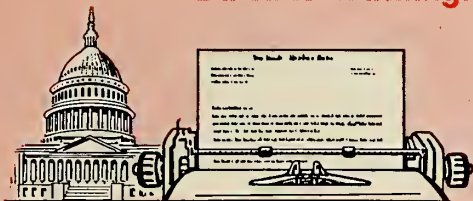
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LATIN AMERICAN RUMBLINGS. CITIZEN'S RIGHT TO KNOW, BUT... FIGHT OVER "NO-FAULT."

With the Nixon Administration turning its back on the Alliance for Progress, and with Congress steadily reducing foreign aid, Latin American countries have felt increasingly neglected. Once more, baiting Uncle Sam has become politically popular south of the border.

In Latin America, in recent years, elected administrations and generals seizing power talk, and sometimes act, more like leftists. Result is that U.S. relations with Latin America are at their lowest point since Castro's 1959 Cuban takeover.

At the moment, the United States is at odds with Chile and Peru over the expropriation of American investment; with Ecuador over that country's insistence that it controls 200 miles of the ocean off its coastline, including tuna fishing; with Mexico over drugs and wetbacks. And rumbling like a volcano about to burst is Panama's demand that the U.S. remove its military presence from the Panama Canal and return the Canal Zone to Panama.

Back on July 4, 1967, the Freedom of Information Act went into effect, enacted by Congress to implement the citizen's right to know what's going on in his federal government. During the past year, the House Government Operations Committee took a long look at the law to see how it's working out, and discovered that the bureaucrats have found innumerable ways to frustrate the taxpayer.

U.S. officials in charge of red tape have demonstrated that, despite the Freedom of Information Act, they can indefinitely balk the inquiring citizen by foot-dragging the responses for long periods; by luring the insistent query-poser into the courts—costly and time consuming; by mixing exempt and non-exempt information in the same single secret file, etc.

The House Committee plans to draft amendments aimed at compelling officialdom to stop and tell. Capitol Hill expects that Congress will adopt the amendments, but

has little confidence that the federal bureaucracy will be any less secretive.

Congress in the upcoming session is expected to be the major battleground of a drive toward national no-fault auto insurance. The push for this insurance was stalled on Capitol Hill last spring, in part because trial lawyers oppose the measure, and in part because the Administration feels that states should be given a chance to take their own action.

Over the past two years, however, there's been less than eagerness shown by the state legislatures to adopt no-fault insurance. Only four states have approved it.

Proponents say the no-fault system will lower auto insurance costs; opponents argue that such a law would remove a major deterrent on negligent driving—responsibility.

PEOPLE AND QUOTES

TRADE WINDS

"No earthly force has ever shaped the affairs of man so suddenly, so universally, and with such excitement as trade is doing today." Chairman Kearns, U.S. Export-Import Bank.

terminated foe..." Gov. Nelson Rockefeller, N.Y.

AMERICAN FANTASY

"Americans have a recurrent fantasy that schools can solve their problems." Christopher Jenks and Mary Jo Bane, educators.

GOVT.—BOON TO BANE

"... man created the institution of government as a convenience for himself. And ever since... government has been doing its best to become an inconvenience." Gov. Ronald Reagan, Calif.

TARGET: DRUGS

"Our goal is the unconditional surrender of the merchants of death who traffic in heroin... total banishment of drug abuse from American life." President Nixon.

U.S. FOREIGN POLICY

"We are moving from a policy once characterized by containment into a policy characterized by engagement." Sec'y of State Rogers.

AIRLINE SKEPTICS

"I'd like to remind us all that we do have the world's best airline system. We have the model for the world." S. D. Browne, chairman, C.A.B.

CORRUPTION'S WAY

"... the cynical and casual acceptance of corruption will destroy what is good in this country as surely as any de-

FACT OF NATURE

"As much as he may try, man will not be able to return entirely to nature." Sec'y of Interior Morton.

ON MARCH 24, 1971, the 92nd Congress of the United States refused to renew government support of our eight-year-old national program to develop an American supersonic transport plane, the proposed commercial airliner known to all as the SST.

The refusal, perforce, cancelled the American SST program.

If we don't correct this hasty action soon, it will—by every sign—join the family of our country's most costly legislative mistakes.

We appear to be on the verge of paying a price for abandoning our SST which will be greater than the large investment we scrapped; greater than the thousands of American jobs we closed out immediately; and greater than the short-range problems our cop-out has given our airlines, and aerospace industry.

The immediate partial demobilization of our aerospace industry resulting from the decision may become a larger and more permanent demobilization. Its future prosperity is shaky. Our aerospace engineers, technicians and machinists have learned a lesson in public hysteria. They have lost a good deal of enthusiasm for feeding their wives and children by working in any such treacherous business as we've made of aerospace.

We appear to have achieved nothing in return for the price we are paying.

By 1975, SSTs will start to fly commercially all over the world, but they won't be ours.

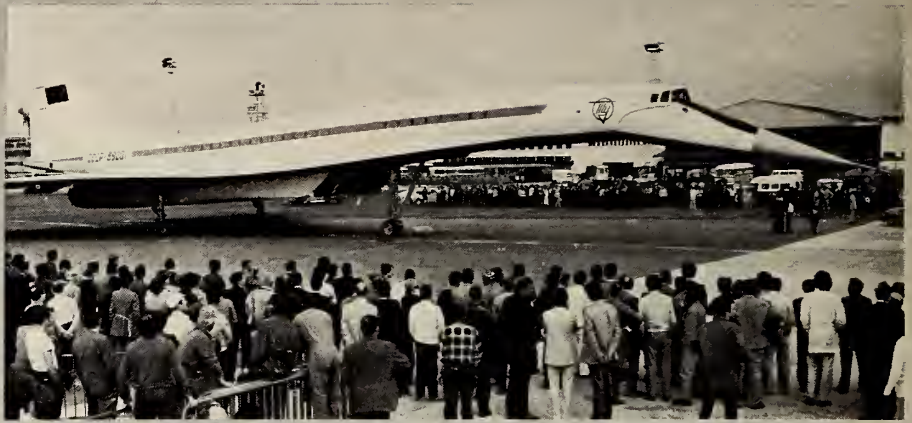
Three other nations are building them and two are now taking orders from the world's airlines.

We won't be selling any, and—for reasons that will become clearer—we stand to lose our world lead in the sale of all commercial airplanes. This will cost us more jobs and profits. It will also endanger a favorable multibillion dollar chunk of our "balance of trade" and "balance of payments," which help keep our national wealth from slipping abroad permanently.

Let's take a more factual look at the situation than we did 21 months ago when we killed our SST.

The chief reason for the cancellation was a one-sided public debate based on unproved claims of damage which the SST would cause to the world environment, and on predicted but undemonstrated claims of irritation or damage that SSTs in operation would cause to people and things on land and sea.

The responsible committees of Congress recommended renewal and the Senate originally agreed. But when an uprising on the floor of the House rejected it, the Senate reversed itself in a joint House-Senate committee meeting and both houses joined in the death of the American SST. (turn to page 6)



The Soviet SST...Tupolev 144...landing in Paris for the International Air Show in 1971, two months after we killed our SST. The Russians woo foreign customers for plane.

The Price We Pay

British Concorde 002 shows off to throngs at an English air show in 1970. The British-French Concorde SST is now in production in both countries, with the manufacture of 22 planes for airline sales presently scheduled.





for Killing Our SST

Twenty-one months ago the United States cancelled its testing of commercial supersonic transport planes. It now seems that we are paying an enormous price for the achievement of absolutely nothing.





Boeing Seattle workers getting the word that 7,000 of them would have to be laid off after Congress killed our SST in March, 1971.

CONTINUED **The Price We Pay for Killing Our SST**

The program that we cancelled was not one to put American SSTs in operation, but to build two test-model Boeing SSTs with General Electric engines. Among other things, they would have tested the validity of many of the objections. Some of the objections deserved to be taken seriously (at least seriously enough to test them) while others were transparently false and hysterical.

The fanfare that killed our SST was similar to that which brought on Prohibition—a swelling, unthinking, popular movement led by slogans, symbols, mottoes, pseudo-scientific alarums, speculations and scareheads, with little wisdom.

The immediate results were:

(a) to throw out the window \$1.2 billion that we had already spent, except for what can be salvaged for other purposes out of the research;

(b) to spend large sums to dismantle the program. (The Dep't of Commerce has said that it cost \$100 million more to scrap the program than it would have

cost to build and test the two planes):

(c) to throw some 12,000 skilled aircraft workers out of their jobs, demobilizing (and demoralizing) a good part of our aerospace industry.

The abandonment created such an unemployment situation in Seattle, site of Boeing's main plant, that the International Association of Machinists mounted a nationwide airlift of food and other necessities to their jobless brethren in Seattle.

An interesting side result was that we saw some politicians who had helped kill the SST blame the joblessness in Seattle on politicians who had tried to save the SST.

The long-range results are, and will continue to be, much more complex.

Two American industries have been thrown into a precarious long-range situation—our airlines, and our aerospace industry.

It is estimated that if we had gone into SST *production* it would have furnished about 50,000 planemaking jobs in

the United States. Some labor leaders think 150,000 American jobs of all kinds have been lost. Many of these were only on the drawing board. But our planemakers didn't simply lose hoped-for new business. They suffered what is beginning to look like a huge permanent setback in world markets in their total sales of commercial planes. Unless it is soon checked, this trend will wipe out more jobs here.

Our planemakers have led the world in commercial plane sales by a huge margin, and their export business has led all industries in this country in recouping dollars from abroad. Theirs is the most important single industrial cog in holding our nation's nose above water in our slipping "balance of trade" struggle.

Of all the commercial airline planes flying in the world today, 85% were built by American workers and sold by American firms in earlier years. In 1969, we exported \$2.2 billion worth of civilian planes and parts. Because we did nearly



Barely visible at long work tables are scores of French workers busy making a Concorde at Aerospatiale plant in Toulouse.

all the selling, and little of the buying, \$2 billion of this was balance-of-trade in our favor! No other industry has been recapturing so many dollars that we ship abroad in military and foreign aid, or that we spend in travel or send overseas when we buy foreign cars, radios and TV sets, and a host of other things.

It is no secret why the death of the American SST now threatens to reduce our lead in sales of *all* planes—here and abroad—and greatly strengthen our foreign competitors.

Foreign planemaking nations had already begun to eat into our sales, as their technology in slower-than-sound planes began to catch up with ours.

They have always been quick to copy us. For years they have studied the planes we sold them, developed the capacity to make various parts and assemblies themselves, then insisted that they make more and we make less of the planes we sold them. Today, they are entering the market with whole planes to compete with our sales, for which we produce no more than some of the parts.

Our lead has always depended on our not standing still. When we first started on our own SST, it was in the cards that if we stuck to the older American designs our aerospace industry would steadily lose its business.

Whenever this had happened in the past, we always overcame it by taking a new giant step. Two years ago our SST was the next giant step we were taking to keep our lead. Lockheed had an entry, but the Boeing got the nod. Either plane would have been vastly superior to the Concorde SST to which the British and French have committed themselves, and to the Tu-144 of the Russians. The Boeing was a generation ahead of both. When we killed it, we killed our only guarantee to keep ahead in worldwide commercial plane sales.

Today, we have about run out of ways to excel all others in slower-than-sound planes. The new European Airbus A300B is designed to compete successfully with the present-day big commercial jets made here. The chief American stake in the Airbus is General Electric engines, which are offered as an inducement to

the many airlines which are already staffed and equipped to maintain them.

The capital investment in the development of new planes is so great that a number of U.S. aerospace companies, to keep their design teams and management intact, already have been forced to make joint agreements with some European companies for the development of new products, such as short-take-off-and-landing planes. While such movement of part of our aerospace industry abroad keeps our management in the business, it reduces our lead in the field and draws the wrath of the AFL-CIO, which calls it "exporting U.S. jobs and technology overseas."

It is against this background of the wane of a vital part of our home industry that, by a precipitate act of Congress, we are entirely out of the SST business just as airlines all over the world are planning to fly them.

Perhaps it is not yet too late to ask ourselves if the "reasons" for killing the American SST program were enough—especially when untested—to justify the penalties we accepted. And it is also past

time to ask ourselves what on earth we think we accomplished.

Did we keep SSTs from flying? Did we prevent them from flying here?

Did we accomplish anything except to throw American workers out of jobs and knife one of our great home industries, while perhaps forcing even our own airlines to buy SSTs abroad?

One of the things that comforted Congress as it killed our SST was repeated rumor from "usually reliable sources" that the British and French would never put their Concorde into production to embarrass our position and compel our airlines to buy SSTs abroad. At the time, our media were full of stories of French and British doubts about the Concorde. They privately considered it a disaster, it was said, and were going to get out of it as gracefully as possible.

Now that we've scratched our entry, what has happened to the rumors that the Concorde would never get beyond the test stage?

I was interrupted in writing these words by an invitation to attend the ceremonies saluting the final assembly of the last pre-production model French Concorde—the 02. The "unveiling" was in Toulouse, France, during the last week of September 1972. While I was there, they showed off the big, slower-than-sound Airbus A300B, too. I learned in Toulouse that Robert Galley, the French Minister of Transport, and Michael Heseltine, the British Minister of Aeronautics and Space, had decided on Sept. 14 to provide for the production of a new batch of six Concorde so as to be ready for expected orders. With these six, the total number of Concorde in the works for future delivery to airlines comes to 22, of which BOAC and Air France have ordered nine and Red China has placed a deposit on three.

So today, both the British and French are in production of the Concorde I, while an improved Concorde II is already planned. The Soviets are offering the Tu-144 to world markets, though they have a long way to go, with only one prototype in the air and two more that are about to fly.

President Georges Pompidou of France has been called, with considerable justification, the world's greatest airplane salesman. He already has made a series of flights at supersonic speeds in a French test version—the Concorde 001—to show the world that the French nation is solidly behind the Concorde project and to give it the maximum public exposure and press coverage.

Pompidou is the first chief of state of any nation to fly supersonically and the first one to fly in a prototype aircraft of any kind.

One flight which dramatized the Concorde tremendously was Pompidou's trip to the Azores last year to meet President Nixon during the monetary crisis. The French President arrived in Concorde 001, fitted out with a specially installed interior, after a supersonic over-ocean trip which began in Paris.

President Nixon arrived in a sturdy

A.F.P. FROM PICTORIAL PARADE



President Nixon inspects the Concorde that brought French President Pompidou to Azores for the meeting of the two heads of state on monetary problems.

U.S. built subsonic jet of ten-year-old design, and told Pompidou a trifle wistfully: "We will have an SST one day."

Early last summer, the British prototype, Concorde 002, was dispatched on a 46,000-mile flight that visited 12 nations between London and Australia—a route which BOAC Concorde will begin flying regularly in 1975.

Distinguished passengers who went along for key conferences at various sectors of the journey included the chief officers and salesmen of British Aircraft Corp. and France's Aerospatiale, co-

builders of the Concorde. They had some excellent sales help, including Heseltine: David Nicholson, chairman of the British Airways Board, and Lord Jellicoe, Britain's Lord Privy Seal.

Prime Minister Edward Heath took a supersonic spin at Fairford, England, just before the demonstration tour began, to give it a proper send-off. Her Majesty Queen Elizabeth II and Princess Anne were out personally to greet the Con-

corde and its crew at London's Heathrow Airport, when it returned. This doesn't seem to be the way to back quietly out of a mistake.

Those taken aloft during the 46,000-mile flight for an introduction to supersonic airline flying constitute a real wax-works of contemporary Middle Eastern, Asian and "down under" politicians and statesmen. They all liked the plane, and said so.

The Shah of Iran, an excellent pilot in his own right, sat in the copilot's seat during a flight at 1,350 mph over his do-



Symbols of airlines that have ordered or taken options

mains. On landing, he gave the royal word that Iranair, his nation's international airline, would be joining the supersonic club. Sheik Isa Bin Sulman Al-Khalifa, ruler of oil-rich Bahrain, admiringly looked over the British prototype.

Prime Minister Lee Kuan Yew of Singapore, one of the fastest growing and most prosperous areas of the Far East, took a ride in the 002 at Singa-

ACID/PICTORIAL PARADE



Pompidou makes a radio broadcast to France while airborne at better than 1,200 mph.

pore Airport. He asked that his young sons, Lee Hsien Yang, aged 14, and Lee Wei Ling, aged 16, be given a supersonic flight also. They became the world's first supersonic teen-agers during a trip of nearly two hours above 50,000 feet.

Top figures of both political parties in the Japanese Diet were Concorde 002 passengers in Tokyo.

Sir Donald Anderson, Australia's Director General of Civil Aviation, and the Hon. R.C. Cotton, Australia's cabinet minister responsible for civil and commercial flying, flew from Sydney Airport.

To complete the British one-two punch of supersonic salesmanship, all top officials of the airlines of the dozen nations visited were routinely given rides at each stop. Officials of the Australian airline, Qantas, found the Concorde to be "right" for a great many of the world's long air routes, and said it had both monetary and prestige value for business executives who could fly Sydney-London in 16 hours instead of 32.

Even earlier, the French made a generally similar Concorde 001 demonstration tour of the key South American countries and to Dakar in Africa. They almost certainly will be mounting another before long, probably to Red China.

Except for flying its Tupolev Tu-144 to and from last year's Paris Air Show and to another in West Germany, Soviet Russia hasn't made any long demonstration tours as yet—but she is expected to, quite soon, when three Tu-144s will be available, rather than one. It's worth particular mention that the British, French and Russians presently are selling not only SSTs, but also a new family of aircraft designed especially to compete with existing U.S. slower-than-sound commercial jets.

Though the Russians flew their Tu-144 before the first Concorde was in the air, it is actually far behind in its test program. But their sales program is blanket-ing airline offices of both communist and non-communist nations. Russia is planning to fly SSTs regularly over her own populated land. She simply poooh-pooohs all the clamor about the terrible results of the sonic boom. In fact, she has offered several airlines the right to fly commercially at supersonic speeds right across Siberia—reportedly if they will agree to buy and fly a few Tu-144s and/or make other agreements with Aeroflot, the official Soviet passenger airline. It's the most direct route between European and many Oriental points, and quite an inducement—especially to Japan.

In an extravagant brochure aimed at selling Tu-144s, Dr. Alexei A. Tupolev,

the Tu-144's chief designer, uses some space for Q's and A's about the plane. To the question: "How dangerous is the sonic boom there is so much talk about?" Tupolev replies:

"In my opinion that question has been given more attention than it deserves. The Tu-144 is permitted to go over to supersonic flight at a height above 11,000 metres (about 50,000 feet). The strength of the sonic boom drops sharply with height. Our control measurements give us grounds to state that flights of supersonic aircraft will not disturb the inhabitants of cities lying along air routes."

Tupolev is exactly right. Supersonic planes can make booms that bust glass and plaster and scare the daylight out of people at altitudes up to about 30,000 feet (more or less, depending on the plane's design, atmospheric conditions, etc.).

At 50,000 feet they make a noise that a city dweller can't separate from normal city noises. A low-flying slower-than-sound plane is more audible.

The Concorde is designed to cruise about two miles higher than that—in the 60,000-foot realm. In French tests with Concorde flights, some people on the ground below heard it and some did not.

At 70,000 feet and more—at which advanced military SSTs are designed to cruise supersonically—one must have sharp ears and listen for the faint sound in a moment of silence to hear it.

Millions of people here and abroad are witnesses to this, but they don't know it because they didn't hear it. Our most advanced spy and strategic reconnaissance plane—the SR-71—has flown over the United States and many other nations for nearly ten years at around 2,000 mph and 80,000 feet in all atmospheric conditions on thousands of occasions while millions below never heard it.

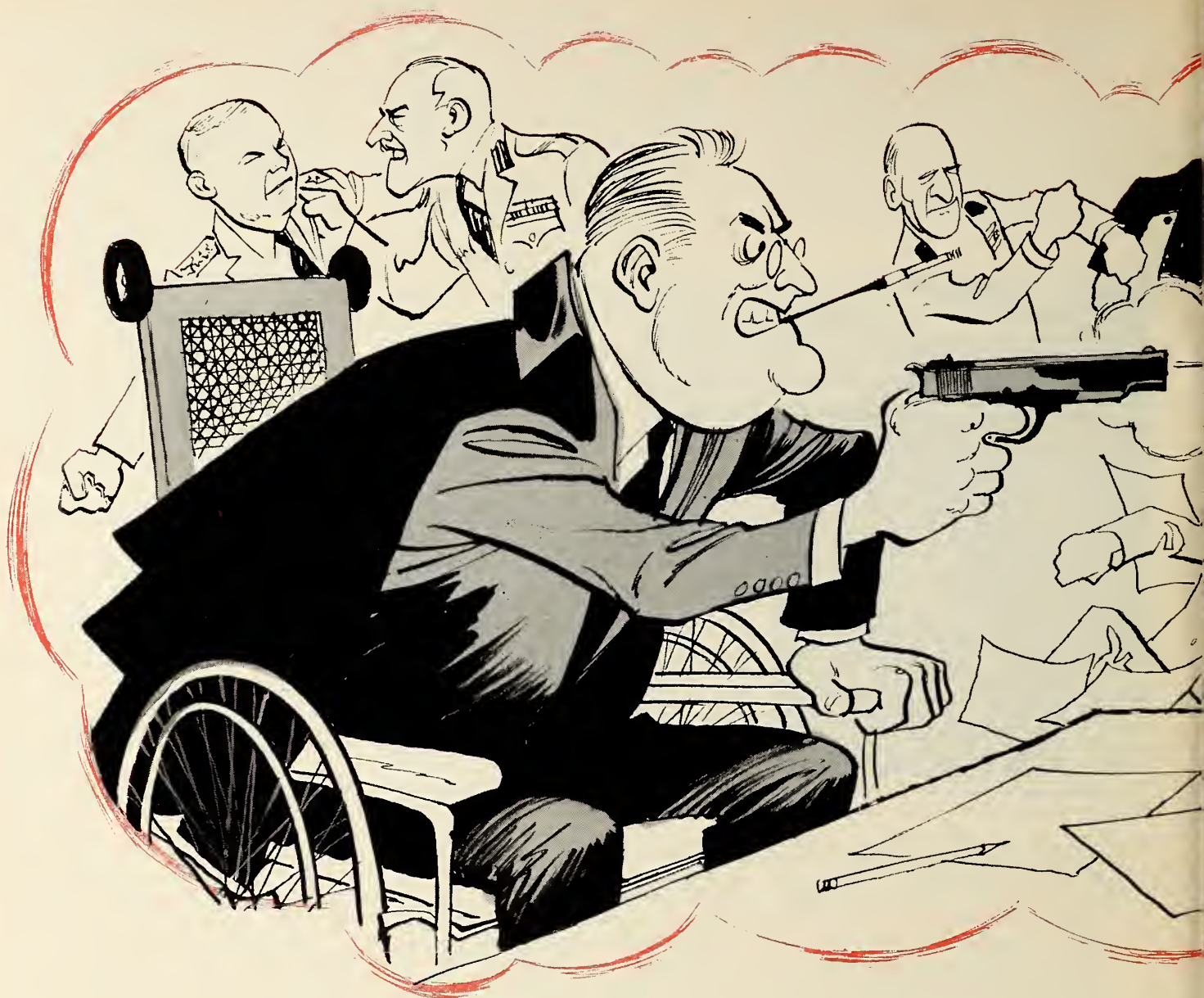
Even so, only Russia and Iran have said that they plan commercial SST flights over their populated areas. There are some indications that Iran is negotiat-

(Continued on page 36)

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on Concorde dot the wall behind plane, as the makers put on a hard sell for more customers.



Roosevelt Did NOT Shoot Churchill in the Chateau Frontenac

A true tale of mysterious doings behind closed doors in Quebec in 1943.

By **GENERAL LAURENCE S. KUTER, USAF (Ret.)**

THERE IS PROBABLY no more incongruous setting for comedy than at a meeting of the heads of two great nations—together with their top military chiefs—to discuss the prosecution of a terrible war then in progress.

What can be said for comedy goes double in spades for the sound of blows, a cry of pain, the eruption of gunfire and the removal of something very like a sheeted corpse from a closed room in

which all but the *very* top men have been mysteriously excluded.

Such were the actual events to which I was a witness on a mid-August morning in 1943 at the Château Frontenac in Quebec, at one of the great WW2 Quadrant Meetings between Franklin D. Roosevelt, President of the United States, and the Honourable Winston S. Churchill, Prime Minister of Great Britain—along with the Combined Chiefs of Staff

of both nations—the heads of the Armies, Navies and Air Forces of the United States and the United Kingdom.

I was one of the braided aides of such lesser rank that I was among the company of those who were suddenly asked to leave the room just before a remarkable series of events unfolded. This was a bit of a comedown for me and some of my companions. We had never been summarily excluded before in the formal meetings of the Combined Chiefs of Staff with the President and Prime Minister,



Barred from the room in which Roosevelt and Churchill were meeting, military aides heard dull thuds, a cry of pain and shots.

and we knew something startling was afoot.

I was then officially listed as "Brigadier General, U.S. Army, Assistant Chief of Staff (Plans) Army Air Forces; Air Force Member, Joint Staff Planners (U.S.); Member of the Combined Staff Planners (U.S. and U.K.)."

It was my normal duty to sit behind General "Hap" Arnold, boss of all our Army Air Forces. It was the duty of others at my level to sit squarely behind their various service chiefs. It was our privilege to hear everything, and it was our duty to offer such advice and detailed information as our superiors might call upon us to provide.

Rear Admiral Charles M. (Savvy) Cooke, USN, sat behind our Admiral Ernest King as his assistant planning chief.

Brigadier General Albert C. (Al) Wedemeyer sat behind General George

ILLUSTRATED BY BOB CLARKE

C. Marshall as his chief of strategic and policy planning on the War Department General Staff.

On the British side at our level were: Air Commodore William Elliot, the top planning director for the RAF, who sat behind Air Chief Marshal Sir Charles Portal; Brigadier W. Porter, director of plans in the British War Office, who supported Gen. Sir Alan Brooke, Chief of the Imperial General Staff; and Captain Charles E. Lambe, R.N., director of plans for The First Sea Lord, Admiral

of the Fleet, Sir Dudley Pound.

Besides our own military bosses and the two heads of state, there were two Britishers in the room who normally had no business there—Vice Admiral Lord Louis Mountbatten, then head of the United Kingdom's commando forces, and his special civilian assistant, a Professor Bernal.

When we were all in the room on this particular day, red-coated Royal Canadian Mounted Police closed the heavy doors and stood as formal, rigid guards

outside the tightly secured conference room.

Among the grim matters then before us was the Nazi submarine warfare being waged against our Atlantic, North Sea and Baltic shipping. The Normandy landings were still nearly a year away, and the American attempts to build up troops and supplies in England and to supply the Soviets via Murmansk were

Churchill. It required that all but the chiefs must leave the room. Out we went, and the Mounties closed the doors behind us. It was most unusual.

We Americans were seized with apprehension that the Prime Minister would use his powers to sell our President some scheme which would not fit our concept of the overall strategic plan, and that he was artfully getting rid of us first.

memoirs, we knew that Mr. Churchill was aware of the restraining power of the likes of us. Later, he described this meeting as one at which "each party had behind them twelve to twenty high staff officers, a quivering audience, silent but with gleaming eyes." He was at least so kind as to refrain from adding bluntly that he viewed us as a wet blanket on his sparkling inspirations.



We had a WW2 plan to have bats deliver incendiary bombs in Japan. Churchill was capable of even more bizarre schemes, such as using icebergs for mid-ocean airfields or fighting off invaders with beer bottles.

seriously threatened by the German submarines. To date the toll had been extremely heavy.

Faced with such a problem, nations will at least consider almost anything that might help. The reader may recall that at one time in WW2 we gave serious consideration to using bats to carry small incendiary weapons into the overhanging eaves of Japanese buildings, it was then so hard for us to attack Japan directly.

Although he had not yet proposed it, Winston Churchill came to the Chateau Frontenac with a proposition to use artificial icebergs as unsinkable airfields in order to stage short-range planes across the Atlantic, instead of risking any of them on ships where they were at the mercy of Nazi subs.

Who knows what else had occurred to him, so desperate was England's plight? One will recall that he had said privately that, if England were invaded, the British would attack the enemy with beer bottles if they ran out of all else. The Prime Minister was capable of proposing anything, and we were sometimes concerned that his charm and influence on President Roosevelt were so great that we might at any time be charged with carrying out some bizarre scheme not a bit suited to our practical views.

At Quebec, in the midst of some differences about dealing with Japan, this dread of ours suddenly promised to become a reality. An executive session was abruptly declared at the request of Mr.

Our British companions who were similarly excluded were no less apprehensive. They had had their own experiences with their enthusiastic and persuasive leader when he was not restrained by the mass of facts in the minds of his planners and staff.

Though he had not yet written his

The presence of Lord Mountbatten and his professor at the executive session did not alleviate our worries. Lord Louis was a charming gentleman of impeccable lineage, with many distinguished military and royal leaders in his ancestry. But he, himself, had very little personal experience in routine military service, and he

WIDE WORLD



Principals at the Quebec Conference: front, Canada's Prime Minister Mackenzie King (left), President Roosevelt, Prime Minister Churchill. Standing, left to right: Gen. Hap Arnold, Chief, U.S. Air Forces; Air Marshall Sir Charles Portal, Chief, British Air Staff; Gen. Sir Alan Brooke, Chief, British General Staff; Admiral Ernest King, Chief of Staff, USN; Field Marshall Sir John Dill; Gen. George C. Marshall, Chief of Staff, USA; Admiral Sir Dudley Pound, First Sea Lord, British Navy; and Admiral William D. Leahy, Personal Chief of Staff to the President.



Philippe Halsman's famous photo of Churchill demonstrates that you didn't have to see his face to recognize him.

was not even a member of the Combined Chiefs of Staff organization. Worse, he was the same kind of impetuous enthusiast as the Prime Minister. It was felt by planners and staff on both sides that one thing that Churchill did not need in presenting something *outré* to President Roosevelt was to have an influential, enthusiastic protégé such as Lord Louis (Churchill affectionately called him "Dickie") in the midst of discussion of some of the most crucial aspects of a vast, grim and deadly war.

We suspected that Lord Mountbatten and Professor Bernal were a part of what was now going on and that they were there by prearrangement to aid in the mysterious doings. No reason for their presence had come to light so far.

Of course, some of our fears were partly vanity. Our own superiors were still in the conference room, and we found some comfort in the knowledge that the U.S. military chiefs were not likely to be swept off their feet by Churchillian eloquence. We were all con-

fident that at least Admiral Ernie King would call for time for a critical staff study of any surprise item that might be advanced by any member of the Royal Navy. King was our top naval boss because he was tough. He had said himself that they'd put him in charge because they needed an s.o.b. when they had a war on their hands. Still, you never know.

For 20 or 30 minutes the staff parties of both allies mingled outside the guarded doors. Worry and impatience began to erode our discretion until we were saying just what we felt.

"What the hell is going on?"

"What discussion, what subject, can be too sensitive for the top American and British intelligence officers?"

"What can they be talking about that requires armed Canadian redcoats to keep senior planners, strategists and logisticians from listening?"

"Bloody strange procedure!"

"Why do you suppose Lord Louis and

that professor were in there in the first place?"

Before we could find out, a series of incredible and foreboding events unfolded that might have led to our rushing into the room, had not the Mounties maintained their guard as rigidly as ever.

Through the conference door we suddenly heard a series of heavy, dull thuds. It was said that a cry of pain was mixed with the sounds. The most natural explanation was that, far from agreeing on something, the top Allied leaders had unbelievably come to blows. Had we been excluded because an ugly matter had come to a head that threatened the Alliance? One could not imagine President Roosevelt adequately defending himself from his wheelchair in the fantastic event that fists were flying, unless he were armed. As if to support such a grotesque notion, a series of shots from a large caliber revolver suddenly resounded through the heavy doors. Consternation grew outside the oaken doors, but the immobile Mounties kept them blocked.

Shortly after the shots were heard, the doors were opened from within, and through the stunned military group in the hall the serenely expressionless Lord Louis Mountbatten and his professor pushed a wheeled litter of the type used to move hospital patients to and from operating rooms. The litter was completely covered with a sheet. Under the sheet was something that could have been a rotund body with a substantial middle bulge.

It was never clear who uttered the barely audible double blasphemy, "Winston Churchill! Jesus Christ!"

I told you at the start that this was comedy. We were the victims of it. The best of the joke ends with the believe-it-or-not truth that it was momentarily feared in the hall that Franklin Delano Roosevelt had shot Winston Spencer Churchill.

He did *not*. But, according to Churchill's later account, Lord Mountbatten very nearly shot his own air chief, Sir Charles Portal, by accident.

IT is bad to explain a joke after you have told it, but this one had to be explained to us then, and it must be to you now. The essential facts have been published in various versions in the past, but it is hardly likely that every present reader saw the accounts, or recalls them if he did.

Sir Winston said in his memoirs that we had actually been excluded because the discussion of an assault on Japan was, in his view, becoming heated. But we had been out of the room only a little while when, he wrote, "the quarrel [about Japan] was duly settled, as usual."

At this point, "Mountbatten . . . seized

(Continued on page 32)



Opposing Views by Congressmen on The Question . . .

SHOULD CONGRESS

THE de-criminalizing of marijuana would remove the penalties for the simple possession of marijuana but not for its sale. This means that it would no longer be a crime for an individual to smoke marijuana in his home. And yet, the sale and promotion of its use would continue to be prohibited.

This policy of de-criminalization was recommended by the National Commission on Marijuana and Drug Abuse, which studied the question of marijuana use in our country for a year and issued its report on March 22nd. The Commission was composed of nine Presidential appointees and four Members of the Congress.

The Commission on Marijuana and Drug Abuse found that 24 million Americans have smoked marijuana and 8.3 million people are currently using it. No evidence could be found that experimental or intermittent use of marijuana causes physical or psychological harm. The Commission determined that marijuana is not addictive. Its use does not lead to the commission of crime nor dictate whether other drugs will be used. The immediate effect of marijuana is similar to alcohol. Consequently, the Commission could not justify a policy making private possession of marijuana a crime.

As the Member of Congress who in 1969 introduced the original legislation establishing the Commission, I believe that the Commission has been judicious in its weighing of the evidence and considerations surrounding marijuana's use, and reasonable in the recommendations it made. I have introduced a bill, H. R. 14549, to implement these basic recommendations for de-criminalization.

The effects of marijuana smoking simply do not warrant the harsh penalties prescribed by present laws—both federal and state. It serves no purpose, and indeed is barbaric, to send young people to jail for their possession of a single marijuana cigarette and saddle them with criminal records for the rest of their lives.

The penalties for marijuana possession are particularly harsh in some states. In Texas, for instance, the penalty for simple possession is two years to life imprisonment. Presently, there are six first offenders serving sentences of 30 years or more for marijuana possession, three of whom have been sentenced to life.

While H. R. 14549 would revise only the federal statute, and not pre-empt state jurisdiction in this area, it would provide a needed model for the states.

De-criminalization is not legalization. De-criminalization would continue to discourage marijuana's use without ruining the lives of young people who experiment with it.

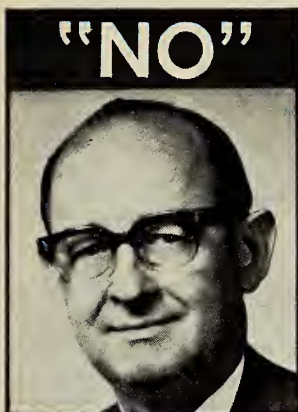


Rep. Edward I. Koch
(D-N.Y.)
17th District

Edward I. Koch

If you wish to let your Congressman or one of your Senators know how you feel on this

DE-CRIMINALIZE MARIJUANA?



Rep. LaMar Baker
(R-Tenn.)
3rd District

I AM opposed to "de-criminalizing" marijuana as that term is applied to mean abolishing all criminal penalties for its use, possession or sale.

There is continuing controversy over properties and effects of marijuana. It may be years before all test results are in. We have no conclusive evidence about long-term effects of marijuana use. However,

the National Commission on Marijuana and Drug Abuse reports heavy, long-term users appear prone to respiratory problems. The Commission's report also indicates many regular users progress to heavier and more harmful drugs.

Prolonged use almost invariably exposes the individual to frequent contact with hard drug oriented society. It appears this "psychological dependency" produced by marijuana provides the user with a strong incentive to continue, even where no physical addiction is involved.

As lawmakers, we have a continuing responsibility to consider the public interest. We would be derelict if we did not reflect upon the possible consequences of legalizing marijuana. What do we really know about this drug? Medical authorities tell us marijuana is a depressant. Tests reveal it slows reaction time and dulls responses. The National Commission on Marijuana and Drug Abuse reports users suffer "a loss of psycho-

motor control and a temporary impairment of time and space." Legalizing marijuana would jeopardize the public welfare, particularly in such areas as highway safety.

Many who would abolish criminal penalties for use and possession of marijuana, advocate retaining these sanctions against those who sell the drug. By seeking to control its sale, they are in effect admitting marijuana's potentially detrimental impact upon the user and upon society.

I subscribe to the principle of state control in handling marijuana violations, along with necessary federal regulations to restrain importation from outside the United States. Some of our state laws incorporate excessive mandatory penalties for use and possession of marijuana. But this does not negate the need for prudent legislation in this area. Pushers encourage the use of marijuana by making it appear more attractive. Therefore, they should logically be subject to more severe penalties.

I know of no socially redeeming qualities derived from marijuana's use. There is no sound reason to "de-criminalize" any practice, marijuana use included, which contributes measurably to the breakdown of society.



issue, fill out the "ballot" and mail it to him. ➡

I have read in The American Legion Magazine for December the arguments in PRO & CON: Should Congress De-Criminalize Marijuana?

IN MY OPINION THE ANSWER TO THIS QUESTION IS:

YES ☐ NO ☐

SIGNED _____

ADDRESS _____

TOWN _____

STATE _____

You can address any Representative c/o U.S. House of Representatives, Washington, D.C. 20515; any Senator c/o U.S. Senate, Washington, D.C. 20510.

The Life of Davy Crockett

Frontier Hero & Humorist

By HARVEY ARDMAN

THE POPULAR notion of a typical frontiersman in the early days of our nation—as well as the myths and legends of the early frontier—are very largely built around a few men, such as John Sevier, Daniel Boone, Davy Crockett, Mike Fink, Kit Carson and Buffalo Bill Cody.

None of them were national leaders. Their appeal was to the imagination. They had imagination themselves, and in later years others with imagination embroidered on their actual lives to build a mythology about them to the point where one cannot always tell where the truth leaves off and legend begins.

This is the story of Davy Crockett, who was born in Tennessee in 1786. But I don't mind taking a little time out to offer a capsule paragraph on a few others of that backwoods host who captured the American imagination and started a vast mythology, full of supermen, humor, fairy-tale quality and exaggeration wrapped around kernels of wisdom about life and men that was learned the hard way. Crockett's proper setting is not simply among the men of his time, but among the legendary frontiersmen who gained fame over a span of nearly two centuries, starting before Crockett was born and continuing until Buffalo Bill Cody died in 1917.

One of the earliest was John Sevier, 1745-1815, a frontiersman who was born in Virginia, who fought in the American Revolution and was prominent at the Battle of King's Mountain, a veteran of many Indian campaigns. He, like Crockett, was elected to a state senate—North Carolina in this case. Later, he was elected to Congress, became the first Governor of Tennessee, and was a political foe of Andrew Jackson. Sevier's wife paid a tribute to his courage when, on an occasion when she was threatened by someone in her husband's absence, she wrote: "The wife of John Sevier knows no fear."

Probably the most famous of the bunch was Daniel Boone (1734—1820). Also a noted backwoodsman, he fought the Shawnee Indians during the American Revolution and was a captain of the militia. He served several terms as a representative in the Virginia legislature and, like Crockett, steadily moved west as civilization approached. Many of the personal traits associated with Crockett have also been ascribed to Boone.

CULVER PICTURES



Crockett, the legendary frontiersman.

And then there was Mike Fink (1770-1823?). Born at the frontier post of Pittsburgh, he was a keelboatman on the Ohio and the Mississippi. Then he turned to trapping and hunting and accompanied a famous expedition exploring the Missouri in 1822. There, story has it, he was killed in a shooting scrape near the mouth of the Yellowstone. Like Crockett, he was noted as a marksman,

a fighter and a teller of tall tales about his adventures.

Yet another similar figure was Kit Carson (1809-1868). He was born in Kentucky and moved to the Missouri frontier. He made his home in Taos, New Mexico, where he became famous as a guide and hunter for the western expeditions of the explorer J.C. Fremont. He then became an Indian agent and later



Crockett lost on the prairie, an illustration from a book that added to his legend.

commanded the 1st New Mexican volunteers who fought against the Apache, Navaho and Comanche Indians in Texas and New Mexico.

Probably the last of the frontiersmen to gain such fame was Buffalo Bill (William Frederick Cody), 1846-1917. Born in Iowa, Buffalo Bill moved to Kansas,

then to Colorado. He rode briefly for the Pony Express, then served the army as a scout and a buffalo hunter. In 1883, he organized Buffalo Bill's Wild West Show and toured with it throughout America and Europe for many years. This show, by then, was just about all that was left of the American frontier.

Davy Crockett, in this company, is noteworthy for a number of things. He was for a time a judge who knew no law, and practiced justice instead. An illiterate man—a combination of squirrel and bear hunter, sometimes Indian fighter, crack shot, spinner of tall tales and clever local politician—he went to the Tennessee legislature and then the Congress of the United States before he properly taught himself to read and write.

His early life was no more nor less than that of the average frontiersman—a man of little importance to anyone but himself and family who was always wondering what he'd do next. Yet long before he died in the Battle of the Alamo,

he was acclaimed by the multitudes in the northeast and he had written an autobiography to which others have added inventions. Crockett's tales and autobiography can clearly be recognized as the ancestor of Mark Twain's school of straight-faced, exaggerated humor, and of the homely political wisdom of Will Rogers.

Small wonder that, from time to time, Crockett's name rises from the obscurity of history to gain popular attention again. We can all recall the worldwide rage, only a few years ago, for youngsters to emulate Davy Crockett in his coonskin cap. This vogue was inspired, perhaps, by the natural appeal of the man when resuscitated in a faithful Walt Disney documentary film. Crockett symbolizes American independence and manliness, courage and resourcefulness, honesty and fair-mindedness, our underlying strata of good humor and our willingness to laugh at ourselves.

His history begins shortly after the



Crockett's fight with a Mexican lion, on his way to his death at the Alamo. (From a questionable posthumous "autobiography.")

The Life of Davy Crockett—Frontier Hero & Humorist

American victory at the Battle of King's Mountain in North Carolina, during the Revolutionary War. Following that battle, a sprinkling of settlers came over the Blue Ridge from the Carolinas and Virginia to settle in what was then the wilderness of Tennessee and Kentucky.

Among these settlers was David Crockett—Davy's grandfather—and his family. Grandfather David and his son John, it's thought, had fought on the American side at King's Mountain. Anyhow, the Crocketts settled in the valley of the Nolichucky, then more or less a part of Cherokee lands.

Soon after they settled there, a band of Creek Indians killed the elder Crockett and part of his family. His son John, who lived a few miles away from his father, was not attacked, nor was his family. On August 17, 1786, not long after the raid, little Davy was born, the ninth child in his family.

Eventually, John Crockett moved to a point on the Holston River, near a ford where a trail from the Blue Ridge crossed it. Years later, this became the road from Abingdon to Knoxville. Here, Davy's father built a tavern of logs, which became a gathering place for settlers, "peddlars," hunters and trappers from as far as 40 miles around. It was the scene of dances, drinking, shooting matches and night after night of stories tall or true of men's encounters with Indians or with animals. Young Davy drank them all in.

When he was eight, Davy's father gave him his first rifle. Each day, he'd give the boy a single load of ball and powder and turn him loose in the woods. It wasn't long before Davy was adding squirrels or possums to the family larder.

But the Crockett family was never very prosperous and Davy's relations with his parents were hardly smooth. When he was 12, Davy's father bound him out to work for a German farmer who'd come from the Shenandoah Valley. The next year, the boy ran away from home to escape his father's anger over some trifling incident and bound himself out to a cattle drover heading for Virginia.

For months, he traveled with drovers or wagoners, not always entirely voluntarily. On one occasion, he visited the city of Baltimore and almost shipped out on a boat bound for London.

Slowly, he began to work his way home, often laboring on farms to get the money for the trip. He finally returned to the Crockett tavern some three years after he'd left it, taller, stronger and a good deal more sure of himself. He was now gaining some local fame as a hunter and marksman.

For the next two years, Davy helped to pay off his family's debts, working six

months for one neighbor, to whom his father owed \$36, and six months for another, to cancel a \$40 debt.

Then, Davy again got the urge to strike out for himself. At the age of 18, he courted one girl, lost her, then courted another, Polly Findlay. He married Polly, rented a tract of land and borrowed \$15 from a friend. With his horse and his bride's dower of two cows and their calves, he set up a farm of his own.

Fortunately for history, Davy didn't turn out to be much of a farmer. He was more interested in stalking wild turkeys or bears, or exploring Indian trails, or canoeing down small streams, or learning to imitate practically every bird or animal in the forest.

Even for the people who live there now, it's hard to imagine what Tennessee was like in the days of Davy Crockett. It was truly the frontier at that time, the outer edge of civilization, the fringe. Not until 1763 had white men entered the state. The earlier visitors traded with the Indians, and Crockett's family was in the first trickle of settlers.

The Indians had welcomed the traders, but not the settlers. Cherokees, Choctaws, Creeks and Chickasaws—four of the five so-called civilized Indian nations—held parts of Tennessee, of Kentucky, of the territory that later became Georgia, Alabama and Mississippi, and land farther west. They lived in towns, developed a written language as soon as they learned there was such a thing, were fascinated by what they learned of European socialist doctrine of those days, and once they had lost the

struggle for their lands they adopted white men's ways. Later, when Andrew Jackson had most of them shipped off to Oklahoma, they appealed not to the tomahawk, but to the Supreme Court, whose decision in their favor Jackson simply ignored. In Crockett's time, wild animals abounded—among them bears, panthers, mountain lions and other dangerous critters. The buffalo, it's true, had departed. But their trails were still visible.

Getting from one place to another in those days was no picnic. There were buffalo and Indian trails, but no real roads of any kind. About the easiest way to push into new country was by flatboat. Made of rough planking and sometimes 100 feet long, a flatboat could carry several families of settlers, complete with horses, cattle, chickens and sheep. At the end of the journey, it would be broken up into lumber, and used to build houses.

When Davy Crockett saw that his farm wasn't going to be any kind of success, and that more and more settlers were filtering into the area, he packed his wife and his gear on one of those boats and traveled along the Holston River, down into Elk River country.

In a little clearing at the head of the Mulberry Fork of the Elk River, Davy built a small log cabin with an earthen floor. For a while this was home.

It was here that Davy Crockett's reputation began to grow, as a hunter, as a backwoodsman, as a man of strength, honor and wit.

Davy spent many a happy day alone in the forest with his dogs. They'd pick up a scent and be off, Crockett pounding along behind them, or waiting until



A Disney movie revived Crockett's popularity. Above, Fess Parker, as Crockett, is carried on townspeople's shoulders during a scene in which he campaigns for Congress.



At 26, Crockett first gained more than local fame when he and other scouts turned back a Creek ambush on Andy Jackson's forces.

they'd treed whatever it was they were chasing—raccoons, possums, bears.

Crockett, it was said, could call after his dogs in a voice so strong that it roused them just as surely as would the call of a horn. His friends and neighbors insisted that he knew how to throw his voice so that "it would follow his dogs

along the ground between the ridges or the hills."

One of the most sought-after catches was the wild turkey. This big bird stood just about four feet high, had a wide black breast, a small white cap and a huge spread of bronze and purple tail feathers. It was so shy that some of the

best hunters around seldom saw one.

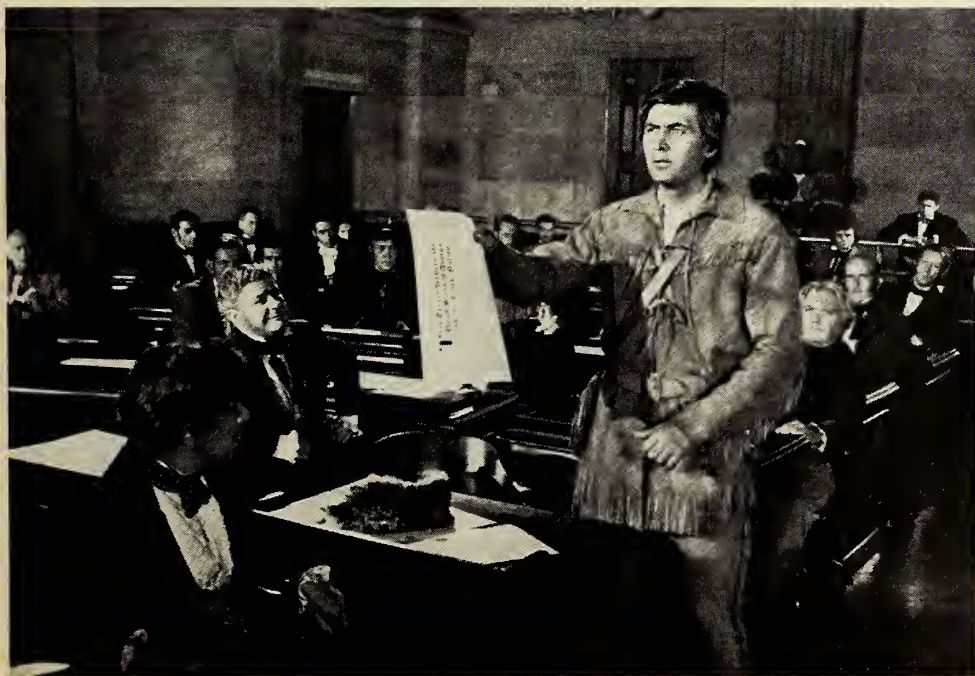
Crockett, who'd learned to imitate the call of any animal or bird when he was a boy, would lure the great gobblers with a call made from turkey wing bone, blowing through it. When they got within a dozen yards or so of him, they were goners.

But Davy's greatest joy came from shooting bears. One year, according to the man himself, he managed to kill 105 of them, providing plenty of food for his family and for many of his neighbors.

As time went on, the settlers began to tell each other tales of Davy's strength and marksmanship over campfires and in the taverns. With his favorite rifle, "my Betsy," as he called it, he won many a shooting match. And the Crockett family never wanted for game. Tall, with dark hair and dark eyes, usually dressed in buckskin, he was an imposing figure. He never tired of telling tall tales about himself and others. His rough, backwoods humor, it's said, was just about unmatched.

Except for one factor, it was an almost idyllic life that Davy and the other backwoods families lived at that time, hard but happy. The fly in the ointment was the Indians.

With the beginning of the War of 1812, some of the Indians in the area, led by the powerful, articulate Tecumseh, united several tribes behind the idea that,



When attempts were made to take the Creeks' land, Crockett, then in Congress, fought for the Indians, incurring Jackson's wrath and his own defeat at the polls.

CONTINUED

The Life of Davy Crockett—Frontier Hero & Humorist

with British help, they might be able to drive the American settlers out of Indian territory forever.

Tecumseh was killed in a preliminary skirmish with American troops, but a half-breed named Weathersford succeeded to his mantle of leadership. Under Weathersford, the Creeks attacked Fort Mims in southern Alabama during the summer of 1813. They stormed the fort's stockade at the moment the drums were beating for dinner and took 250 scalps. Fifteen whites hid in a nearby swamp and escaped.

All of the settlers, including Crockett,

left—but Crockett stayed around for one more big battle. It occurred when Jackson's army was ambushed while crossing the Tallapoosa River in the Alabama wilderness. Crockett and the rest of the scouts, though surprised at midstream, managed to turn the tables on their attackers, driving them into nearby hills.

"They realized and even exceeded my expectations," Jackson said of Crockett and the scouts. "I could always have sure reliance on those men."

But Crockett had had his fill of the war. Using the fact that his horse was crippled, he departed, missing the final,

good, industrious woman, and owned a snug little farm and lived quite comfortably," Crockett wrote in his autobiography. "Soon began to pay my respects to her in real good earnest; but I was as sly about it as a fox when he is going to rob a hen-roost." Either Crockett caught her and her farm or she caught Crockett and his food-gathering rifle. In any event they were wed.

Davy hadn't been married again for more than a few months when he got the itch to move again. There were too many settlers around for comfort. So he and his family moved on, 80 miles deeper into the backwoods, to a place called Shoal Creek.

In those days, Davy still spent a great

FROM THE CONTINENTAL INSURANCE COMPANIES, N.Y. HISTORIC COLLECTION OF PAINTINGS



In this painting by F.C. Yohn, the 49-year-old Crockett (swinging rifle) makes his last stand at the Battle of the Alamo.

were aroused by this. He helped to form a company of mounted riflemen, most of them dressed in typical backwoods uniform—coonskin caps, hunting shirts, deerskin leggings and moccasins. This group joined Gen. Andrew Jackson and his army, who'd been sent to put down the Creeks.

It was at this time that Davy Crockett first exceeded merely local prominence. He and Sam Houston, among others, served as scouts for Jackson. Their object was to find the Creeks—and they did. Jackson and his army attacked at Fort Talladega and killed some 500 Indians.

Against Jackson's orders, Crockett and the rest of the backwoodsmen then went home to rest for a few days, change their mounts and their clothing. When they returned, Jackson demanded six months more service from them. Most

decisive battle at Horseshoe Bend, on the Tallapoosa. He did return for the peace conference that followed, however. There, Jackson forced the Indians to give up 23 million acres of their lands, a great deal of the present-day Georgia and Alabama, as an indemnity. Crockett was not alone in thinking this was grossly unfair.

"I never liked this business with the Indians," he later wrote. "I'm glad I'm through with these war matters. They have no fun in them at all. It was nothing but dog eat dog."

Shortly after he returned home for good, Crockett's wife Polly died. He built a grave for her in the forest near their home and placed huge limestone boulders over it as a memorial.

Not long after, Davy met Elizabeth Patton, the widow of a friend who had been killed in the Creek war. "She was a

deal of time exploring the forests. Not long after his second marriage, he traveled through the southwestern end of Tennessee and Alabama in the lands of the Creeks and the Choctaws, with whom he was friendly, despite the recent war. There, his horse went lame and ran away. He got sick and was slowly nursed back to health by the Indians.

Meanwhile, neighbors who'd started the trip with him returned and told his wife he'd died. They'd even "talked to them who'd buried him," they said. Elizabeth was completely convinced. She sent a man out to see where Davy had been buried and to find out what had become of the money he'd taken with him. But Davy beat the man back. When he was told the story of his death, he said, "I know'd that was a whopper of a lie the minute I heard it!" Years

(Continued on page 40)

DECEMBER 1972

CONGRESS PASSES FOUR MAJOR VETERANS BILLS; PRESIDENT SIGNS TWO, VETOES TWO AFTER LEGISLATORS ADJOURN:

Before the 92nd Congress adjourned in October, it passed four major bills of extreme importance to veterans and interest to the Legion. . . They were: the Vietnam Era Veterans Readjustment Act (G.I. Bill education amendments); the National Cemeteries Act; the Veterans Health Care Expansion Act and the VA Medical School Assistance and Health Manpower Training Act.

However, only two of these (the G.I. Bill, PL 92-540, and the Health Manpower Training Act, PL92-541) were signed into law by the President. . . The other two were included in a general veto affecting a variety of legislation outside of veterans affairs, mostly because the President (or the Office of Management and Budget) felt they would raise the Administration spending ceiling of \$250 billion and because the President wished to avoid a tax increase next year. . . His specific reasons for rejection will be noted further on in this text.

Briefly, here are the main points of the two new laws that made it. . . The G.I. Bill increases educational subsistence payments to Viet vets taking institutional training and vocational rehabilitation training by about 25%. . . Eligible war orphans, wives and widows get the same increase. . . Vets taking apprentice and on-the-job training get increases of about 48%.

Full time single G.I. students taking courses will now receive \$220 per month; those with one dependent will get \$261; those with two dependents will get \$298 per month with \$18 per month more for each additional dependent.

Students taking courses three-quarter time or half time would receive proportionate payment. . . Increases for most are retroactive to Sept. 1, 1972 and are already in effect.

The new law, among other things, also (1) provides for initial advance payment of subsistence allowance in most cases (to allow for administrative delay), (2) provides for payment at the start of each month's training instead of at the end and (3) permits student-vets (within limits) to get a \$250/100-hour work-study grant in return for work with the VA on campuses, at regional offices or medical facilities. . . Increases also apply for

servicemen pursuing authorized programs of education while on active duty. . . Contact Legion service officers, county and state veterans offices or VA contact personnel for further information and assistance on this sweeping new legislation.

The other law signed (PL92-541), the Health Manpower Training Act, authorizes (1) a program of continuing medical and related education for VA personnel (2) provides for VA hospitals to improve and expand education and training programs of health manpower personnel and (3) authorizes \$75 million annually for seven years (through a pilot program of federal grants) for the purpose of founding new medical schools (up to eight) and training facilities as well as the expansion of existing schools affiliated with VA hospitals.

Now for the specific reasons—other than money—why the President rejected the other two bills. . . He negated the National Cemetery Bill (HR12674) because it would have required Congressional approval each time VA land holdings larger than 100 acres or more valuable than \$100,000 were sold or transferred. . .

But he also said: "The bill deals inconsistently with the serious problem of burial benefits for the nation's veterans and war dead. . . It commissions a study of this problem at the same time it preempts the results of such a study by authorizing new burial benefits which would annually add \$55 million to the federal budget beginning next year. . . The Administrator of Veterans Affairs already is at work on such a study which will identify the alternatives for improving burial and cemetery benefits. . . In the interim, it would be unwise to commit additional federal resources as proposed by this bill."

Re HR10880, the Health Care Expansion Act, the President said: "The liberalizing features of this bill would unnecessarily add hundreds of millions of dollars to the federal budget. . . It would open the VA hospitals to non-veterans and would expand the type of direct medical services available from VA. . . By providing direct medical services to veterans dependents the bill runs counter to this Administration's national health strategy which would provide national financing mechanisms for health care and sharply reduce

VETERANS NEWSLETTER

the federal budget's role in the direct provision of services. . . The bill also purports to set mandatory minimums on the number of patients treated in VA hospitals. . . In testimony on this bill, the VA strongly objected to this provision on the grounds that it was totally unnecessary and could result in insufficient medical treatment and wasteful administrative practices. . . The tragic result would be a lower quality of medical care to all patients. . . While I strongly support the VA health care system and will continue to encourage its improvement in the future, I cannot approve a bad bill."

Had the National Cemeteries Act been signed into law, it would have established a sorely-needed national cemetery system within the VA consisting of cemeteries transferred from the Dep't of the Army and other agencies. . . The Legion has pressed for a system for about 25 years, hoping it would help alleviate the mounting crisis in veterans burial space and Congress has been considering such legislation for about six years. . . No new national cemetery has been created since 1950 and space in those still open is steadily decreasing. . . The Legion has no position on the land conveyance clauses or property transfer restrictions which appear in the National Cemetery bill but feels they should not have been allowed to impede progress toward avoiding a real cemetery dilemma in the very near future. . . The bill was not the total solution to the cemetery problem but was a large step forward. . . Suitable national cemetery legislation will have to be reintroduced in the next Congress.

The Legion agrees with the President that HR10880 contained some objectionable features, namely, the expansion of eligibility for hospitalization and full medical treatment to peacetime veterans without regard to service-connected disability and the hospitalization of non-veterans in VA facilities. . . Nonetheless, the omnibus medical care bill had much to recommend it and the Legion strongly supported such provisions as outpatient care at private facilities for service-connected disabilities, programs of recruitment, training and employment of veterans with medical military specialties, the establishment of realistic and proper staff-to-patient index ratios, medical staff salary increases, night differentials for nursing staff and the establishment

of operating bed levels in hospitals and nursing homes.

Hopefully, these desirable features and others will be re-introduced in the new Congress.

LOUISIANA PAYS \$7 MILLION ON VIET VETS BONUS THUS FAR: NINE OTHER STATES HAVE VIET BONUS PROGRAMS FOR EX-G.I.'S:

The State of Louisiana up to mid-October had paid over \$7 million in bonus payments to its Vietnam veterans. . . Of 40,456 applications received by that time, 31,049 had been processed and 29,110 had received payment. . . Nine other states have Vietnam bonus programs in different forms. . . They are: Conn., Del., Ill., Mass., N. Dak., Penn., S. Dak., Vt., and Washington. . . Potential bonus recipients should check for details and their eligibility with local Legion posts, VA offices and county or state veterans affairs offices.

PRESIDENT APPOINTS VA ADMINISTRATOR JOHNSON TO THE DOMESTIC COUNCIL:

Little noticed in the general hubub of the Legion's National Convention was the announcement by President Richard M. Nixon that he had appointed VA Administrator Donald E. Johnson to the Domestic Council, the body "charged with advising the President on the total range of domestic policy." . . . The President is Chairman of the Domestic Council which is composed of the Vice President, all Cabinet members and other high-ranking government and administration officials.

THIRTY-TWO WORLD SERIES BALLPLAYERS ARE AMERICAN LEGION BASEBALL GRADS:

It's pretty likely you watched World Series Baseball back in October. . . . If you did, you had reason to be proud of The American Legion Baseball program because 32 of its graduates were on the Cincinnati Reds and Oakland Athletics Baseball teams when they took the field for the World Championship. . . For the Reds: Johnny Bench, Jack Billingham, Clay Carroll, Darrel Chaney, Ross Grimsley, Don Gullett, Joe Hague, Jim McGlothlin, Dennis Menke, Joe Morgan, Gary Nolan, Bill Plummer, Pete Rose, Wayne Simpson and Ted Uhlaender. . . For the Athletics, Dave Duncan, Mike Epstein, Rollie Fingers (1964 Legion Ballplayer of the Year), Dick Green, Jim Hegan, Ken Holtzman, Joel Horlen, Jim Hunter, Reggie Jackson, Darold Knowles, Ted Kubiak, Bob Locker, Dal Maxvill, Don Mincher, Johnny Odom, Joe Rudi and Gene Tenace.

DECEMBER, 1972

National Commander Matthews To Visit Soviet Union This Month

Photos this page: John Andreola



Commander Matthews gives details on U.S.S.R. trip to National Executive Committeemen.

Early this month National Commander Joe L. Matthews will make an historic and unprecedented 10-day visit to the U.S.S.R.

The trip, first ever by a Legion National Commander while in office, and probably the first undertaken by the top official of any major American veterans organization, will "attempt to set up an informal exchange of information in the veterans affairs area as a matter of mutual benefit to both their veterans programs and ours," said Cmdr Matthews.

He went on: "The purpose of this visit will be to tour Soviet rehabilitative facilities for disabled veterans, and to review other facets of their veterans affairs programs."

Present plans call for jet plane departure from the Washington, D.C. area to London, then Moscow, Leningrad and return via Warsaw, London and New York.

"I undertake this trip as National Commander of The American Legion, a private citizen representing a private organization. This is strictly a Legion undertaking, and will be made at no cost to the government," said Cmdr Matthews.

Accompanying the Commander will be James F. O'Neil, Publisher of The American Legion Magazine, Matthew W. Irvin, Legion Nat'l Public Relations representative, and John M. Kane, Legion Foreign Relations Commission representative.

Interest High for Honolulu Nat'l Convention

Hawaii conclave in 1973 draws top attention of National Executive Committee and other Legion leaders during Fall Meetings held at Nat'l Hq in mid-October.

Though more than two dozen resolutions on topics of varying importance were adopted by the National Executive Committee during its Fall Meeting at National Headquarters, Oct. 18-19, the subject occupying the minds of a great many Legion leaders was the 55th Annual National Convention scheduled for Honolulu, Hawaii Aug. 17-23, 1973.

The Hawaiian conclave was also uppermost in the minds of Department Commanders & Adjutants who held their Fall Conference a few days earlier (Oct. 16-17). And the consensus of opinion at other meetings of Legion bodies during the week showed interest in the Honolulu site was higher than for any other convention in recent years.

Factual confirmation of this came when the results of an informal poll conducted at the Dep't Cmdrs & Adjts meeting revealed that over 10,000 Legionnaires and family members had already evinced a strong desire to be "counted in" on the 8-day, 7-night Hawaii tour plan as presented by the American International Travel Service.

Pointing this up was the information that some Legion Departments have made arrangements for close to 5,000 additional Legionnaires outside the AITS plan and that several other good-sized departments were as yet unable to re-

port any estimate of their possible demand. The poll thus showed that over 15,000 Legionnaires have early made known their wishes to attend the next National Convention and confirmed the expectations of many Legionnaires that it would be an enormous attraction.

The decision by certain departments to use Hawaii tour packages other than AITS plan means that the original quota

allocation factor of 2.5 for each department delegate vote at the Chicago National Convention (set up to insure equity of cost in the AITS plan for the first 7,500 participants on a first-come, first-served basis) can now be revised upward to 3.0.

For example, using the chart published on page 28 of the November 1972 issue of this magazine, note that Alabama with 36 delegate votes at Chicago had a preliminary quota allocation of 90 (36 X 2.5 factor = 90) for Hawaii. Under the revised factor of 3.0, Alabama now has a quota allocation of 108. This does not restrict the number of Legionnaires and



Fielding questions from the floor on Honolulu National Convention housing and travel arrangements at the Department Commanders and Adjutants Conference are: (l to r) James V. Demarest (N.Y.), Nat'l Convention Commission Chmn; Lawrence E. Hoffman (Fla.), Nat'l Convention Commission Vice Chmn; William H. Miller, Nat'l Convention Director; William F. Hauck, Nat'l Adjutant; James S. Whitfield, Nat'l Executive Director and Hollis C. Hull, Assistant Nat'l Executive Director.



Photos this page: John Andewela

Admiral Maurice F. Weisner, U.S. Vice-Chief of Naval Operations—addressing the Nat'l Executive Committee at Nat'l Cmdr's Banquet—defended U.S. involvement in Vietnam, stressed that internal security should not be overlooked and summed up the national security question when he said: "We can afford to be strong—we cannot afford not to be."

family members who may go to Honolulu but equitably determines that the first 108 Alabamians who make a \$100 deposit with their application will be able to purchase the AITS tour for \$438.90 (\$399 + 10% for tax and services) while those who decide to participate later will pay \$493.90 (\$449 + 10%). Alabama, to continue the example, already has an estimated 150 persons who intend to take AITS plan. Thus, as it stands now, the first 108 pay the base fare and the next 42 pay the higher tariff.

Pending developments in the months ahead, the quota allocation factor could change even further. News of the Legion will publish whatever news on this subject that will be helpful. However, detailed information on individual department travel plans is available more quickly from Legion Department Adjutants. See page 29 of the November 1972 issue of this magazine for the names and addresses of those officials. Obviously, for those departments not using the AITS package, the quota allocation factor will have no bearing as they are making their own housing and travel arrangements.

The National Executive Committee also adopted a national convention line-up for future years which included Miami Beach for 1974, Minneapolis for 1975, Seattle for 1976 and Denver for 1977. An earlier tentative award to Philadelphia for 1975 was withdrawn when it was determined that adequate housing would not be available to handle the Legion's convention.

Here are some of the other major actions taken by the National Executive

Committee. (*A Digest of Resolutions adopted appears on page 25 and a list of chairmen appointed to head national commissions and committees follows at the end of this story.*)

- The Committee placed the Legion squarely behind the Commissioner of Baseball in his efforts to combat moves now being made to legalize betting on major league baseball games and other sporting contests. The policymakers saw the legalization move as a threat to Legion baseball and to the youth of America. They directed the Legion's Nat'l Americanism Commission "to diligently protect . . . the program."

- The rules for the Legion's National High School Oratorical Contest were amended to provide in the future that the four finalists in any national final competition shall not be allowed to compete in future Legion Oratorical programs. Reason for the move was that the thrust of the program is to disseminate knowledge and encourage interest in the U.S. Constitution and our constitutional form of government, not to develop professional orators.

- Another mandate called for Congress to name Ellis Island, N.Y., as a National Shrine on July 4, 1976 and dedicate it to the memory of the millions of immigrants who first stepped foot there on American soil.

- The Committee also urged the federal government to provide funds and authority for development of the U.S. Ballistic Missile Defense System and for the improvement of future anti-ballistic missile systems so that the nation will be protected, should the SALT Treaty provisions be negated or violated.

- During the Fall Meeting, national Legion membership was reported at

2,709,613 for 1972 thus far with the projection that final 1972 membership will exceed 2,715,000. For 1973, enrollments had already reached 766,289, some 42,000 ahead of the same period a year ago.

- Other resolutions adopted called for (1) legislation or executive directives to provide that service-connected disabled veterans in the Civil Service be allowed to move from a career-conditional employee status to a career-status in one year instead of three, (2) strengthening of veterans preference, (3) restriction of government contracting-out of certain job positions, (4) improvement of the Manpower Administration's automated employment reporting system to increase its effectiveness and (5) the Secretary of Labor to immediately implement the Veterans' Employment and Readjustment Act of 1972.

Other highlights during the Fall Meetings:

- About 125 persons attended the 37th Annual National Boys State Conference under the chairmanship of Dr. Edwin L. Peterson (Utah). Representing the various Boys States and service academies, they discussed, among other things, the Legion's 1972 resolution dropping hair styling regulations for youths in Legion programs, methods of selecting youth delegates, selection of counselors, choice of speakers, etc. For the first time, a panel of five youth delegates discussed their ideas on Boys State programs and offered suggestions. More than 28,000 youths participated in the Boys State-Boys Nation Program in 1972.

National Commission Changes

The National Executive Committee appointed chairmen and members to fill vacancies on 1972-73 national policy bodies. Here is a list of the national chairmen whose appointments were approved. COMMISSIONS are in capital letters with committees and other divisions of commissions printed in *italics*.

AMERICANISM: Daniel J. O'Connor, N.Y.: *Counter-Subversive Activities*, J. E. Martie, Nev.: *Americanism Council*, Albert H. Woessner, N.Y.

AMERICAN LEGION MAGAZINE: James E. Powers, Ga.

CHILDREN & YOUTH: Earl D. Franklin, Jr., Colo.: *New England Area*, Michael G. DiLorenzo, R.I.: *Middle Atlantic Area*, Edward J. Osowiecki, Pa.: *Southern Area*, Emil Verdi, Fla.: *Mid-Western Area*, Mrs. Lois M. Rand, Wis.; *Western Area*, Harry H. Kretzler, Wash.

CONVENTION: James V. Demarest, N.Y.: *Contests Supervisory*, Deming Smith, S.D.: *Distinguished Guests*, William J. Rogers, Me.

ECONOMIC: Clarence S. Campbell,



Nat'l Cmdr Joe L. Matthews and Nat'l Auxiliary President Mrs. T. G. Chilton (Ariz) are shown as they address the Nat'l Executive Committee on organizational goals for the coming Legion year, set their friendly annual membership wager and pledge mutual helpfulness.

Homecoming Celebration of Nat'l Commander Matthews at Arlington, Tex.

Photos this page John Andreola



Over 500 Legion leaders from around the nation gathered in Arlington, Tex., in mid-October to honor Nat'l Cmdr Joe L. Matthews at his Homecoming Celebration. In photo above, some of them chow down at Texas-style barbecue held at nearby Six



Flags Over Texas Amusement Park. In photo right, VA Administrator Donald E. Johnson brings congratulations to Cmdr Matthews from President Nixon at Homecoming Banquet as Cmdr and Mrs. Matthews (seated next to him) listen attentively.

Vt.; *Employment*, Walter M. Rapp. Okla.: *Veterans' Preference*, A. B. Fenneil. S.C.

FINANCE: Churchill T. Williams. Iowa; *Life Insurance & Trust*, Albert V. LaBiche. La.: *Emblem*, Clavton C. Schlick. Iowa; *Overseas Graves Decoration Trust*, Nat'l Cmdr Joe L. Matthews, Tex.

FOREIGN RELATIONS: Robert P. Foster, Mo.; *Foreign Relations Council*, Martin T. Jansen, Wis.

INTERNAL AFFAIRS: Donald J. Smith, Mich.; *Constitution & By-Laws*, Alfonse F. Wells III; *Membership & Post Activities*, William F. Gormley, Pa.; *Resolutions Assignment*, Alex M. Geiger, S.C.; *Sons of The American Legion*, Cleary Pelletier, N.J.; *Trophies, Awards & Ceremonials*, Albert R. Walavich, Ill.

LEGISLATIVE: Clarence C. Horton, Ala.

NATIONAL SECURITY: Emmett G. Lenihan, Wash.; *Aeronautics & Space*, Joseph L. Hodges, Va.; *Civil Defense*, Stacey A. Garner, Tenn.; *Law & Order*, Paul S. Kinsey, Ohio; *Merchant Marine*, Al Olenberger, N.D.; *Military Affairs*, Francis P. Kane, Ill.; *Naval Affairs*, John J. Wrenn, Mass.;

National Security Council, Granville S. Ridley, Tenn.

PUBLIC RELATIONS: C. D. DeLoach, D.C.

SPIRIT OF '76: Milton M. Carpenter, Mo.

VETERANS AFFAIRS & REHABILITATION: W. F. Lenker, S.D.; *Area A*, Simon J. Godfrey, Vt.; *Area B*, Franklin H. Britton, D.C.; *Area C*, William Munford, Jr., Ky.; *Area D*, Albert J. Sommer, Neb.; *Area E*, Hugo Flores, N.M.; *Nat'l Cemetery*, Carl L. Lundgren, Minn.

Digest of Resolutions

Here is a digest of resolutions adopted at the fall, 1972 meeting of the Legion's National Executive Committee. Identifying resolution numbers in parentheses.

- Reaffirms Legion policy pertaining to pollution abatement and environmental protection. (1)
- Petitions the U.S. Congress to designate Ellis Island, New York as a National Shrine on July 4, 1976, and dedicate it to the memory of the immigrants who passed through its portals. (2)
- Approves development of and participation in a Legion post, department and national level program of screening persons for hypertension. (3)
- Urges federal government to provide funds and authority for development of the Ballistic Missile Defense System within the provisions of

the SALT Treaties and calls for improvement of future anti-ballistic missile systems. (8)

- Opposes legalization of gambling on major sports events and specifically supports the Commissioner of Baseball in his efforts to protect baseball from legalization of gambling on major league games. Also directs the Legion's Nat'l Americanism Commission to protect The American Legion Baseball Program. (9)

- Amends rules for Legion National High School Oratorical Contest to provide that the four national finalists shall not be allowed to compete in future Legion oratorical programs. (10)

- Commends entertainer Johnny Mann for his patriotic television program. (25)

- Approves disaster relief agreement between the Legion and its Auxiliary and the American National Red Cross. (7)

- Sponsor and support legislation to provide that a psychosis developing to a compensable degree within two years from date of separation from war service shall be considered service-connected. (12)

- Sponsor and support legislation to increase the amount of pension payable to certain hospitalized veterans and to provide for a lump sum payment at the time of hospital discharge. (13)

- Seeks Executive Order to provide that service-connected disabled veterans appointed under Civil Service need serve only one year instead of three to move from career-conditional employee to career-status employee. (16)

- Requests Secretary of Labor to insure that all employment and job training programs of the U.S. Dep't of Labor strictly comply with veterans' preference regulations and laws. (17)

- Sponsor and support legislation to provide that benefits received by a retired armed forces member may be paid concurrently with Federal Employee Compensation benefits for job-related injuries. (18)

- Sponsor and support legislation to restrict the contracting-out of government services relating to guards, elevator operators, messenger and custodian positions. (19)

- Requests Secretary of Labor to immediately implement the Veterans' Employment and Readjustment Act of 1972. (20)

- Changes date for establishment of convention housing priorities for 1973 from March 31, 1973 to January 8, 1973 so that housing assignments may be completed prior to March 1, 1973. (21)

- Discontinues American Legion F.B.I. National Academy Marksmanship Award. (22)

- Retires from competition the James A. Drain Trophy and provides that it be displayed permanently in the Emil A. Blackmore Museum at Nat'l Hq. (23)

- Authorizes issuance of temporary charters to Post 5 and Post 10, Dep't of France; Post 47 and Post 48, Dep't of Hawaii, and Post 26, Post 71 and Post 86, Dep't of Philippines. (4, 5, 6)

- Support legislation for the reopening of the Guerrilla Recognition Program of the Commonwealth of the Philippines by the U.S. Dep't of Defense. (11)

- Requests improvement of Manpower Administration's automated employment reporting system (ESARS). (15)

- Discontinues Miami Trophy for drum corps. (14)
- Amends rules for judging the William Randolph Hearst Trophy competition. (24)

- Reimburses The American Legion for life insurance expenses. (26)

- Authorizes a national one-year post history contest. (29)

ANAVICUS Inductions

Two distinguished Indiana Legionnaires, old friends for over a generation, received honorary life memberships in ANAVICUS, the association of Army, Navy and Air Force Veterans in Canada, during the Indianapolis Fall Meetings. At left, Frank McHale, former long-time Democratic Nat'l Committeeman, and (right) former Gov. Ralph Gates. Both are Past Dep't Commanders of Indiana and were unavailable for induction at the recent Chicago Nat'l Convention. Also inducted: Robert Grauberger, Nat'l Executive Committeeman, Colo., and Dean Hall, Utah Dep't Adjt.



Department Commanders, 1972-73



William L. Falls
Alabama



Ned H. Zenger
Alaska



R. H. Patton
Arizona



John W. Murphy
Arkansas



M. L. Randolph
California



John B. Elliott
Canada



Loyd Van Treese
Colorado



Milton E. Moritz
Connecticut



Carlton L. Smith
Delaware



R. E. Anderson
Dist. Columbia



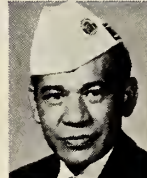
R. A. Matiassek
Florida



H. Spangenthal
France



W. B. Archer
Georgia



L. J. Pakele, Jr.
Hawaii



E. V. Halstrom
Idaho



Ralph C. Scott
Illinois



Robert Sweet
Indiana



L. J. Koessel
Iowa



Carlo Fantacci
Italy



Ed Newman
Kansas



A. G. Rhea
Kentucky



J. Guirovich, Jr.
Louisiana



Vito DeFilipp
Maine



R. E. Callegary
Maryland



R. W. Groccia
Massachusetts



Ed McDonald
Mexico



G. D. Johnson
Michigan



Glenn R. Nielson
Minnesota



James P. Dean
Mississippi



Joseph W. Kist
Missouri



H. M. Samson
Montana



Edward Chizek
Nebraska



Martin C. Boyce
Nevada



M. A. LaRocca
New Hampshire



A. M. Robotti
New Jersey



L. Santillanes
New Mexico



H. G. Harrington
New York



Jack G. Cranford
North Carolina



W. Sweeney, Jr.
North Dakota



Galen J. Houser
Ohio



Elmore Meshew
Oklahoma



H. A. Lindner
Oregon



Daniel La Placa
Panama, C. Z.



D. T. Minto, Sr.
Pennsylvania



S. C. Medalla
Philippines



J. S. Reyes
Puerto Rico



K. O. Todd
Rhode Island



Roy A. Powell
South Carolina



Wayne Slade
South Dakota



D. D. Hildebrand
Tennessee



James P. Holley
Texas



Dean Hadlock
Utah



H. C. Lawson
Vermont



C. V. Swanson
Virginia



Vincent C. Ely
Washington



C. E. Forsythe
West Virginia



John Damman
Wisconsin



J. T. Anderson
Wyoming

National Executive Committeemen 1972-73

Shown on these two pages are the Department Commanders and National Executive Committeemen of the 58 Departments of The American Legion for 1972-73.

The Commanders were elected by Department Conventions in the late spring or summer of 1972 and serve for one year.

The Committeemen are elected in the same manner but serve for two years. The National Commander, the five National Vice Commanders and the National Chaplain are also members with the Commander serving as Chairman. In addition, living Past National Commanders are life members of the Committee with a voice but no vote.



H. W. Overton
Alabama



George Petrovich
Alaska



R. E. Cockrill
Arizona



L. E. Fisher
Arkansas



B. J. Stephens
California



R. I. Hendershott
Canada



R. B. Granberger
Colorado



J. G. Leonard
Connecticut



R. H. Trabbold
Delaware



A. W. Matthews
Dist. Columbia



John J. Adams
Florida



James E. Zulick
France



W. D. Harrell
Georgia



W. C. S. Young
Hawaii



Dan McClintock
Idaho



Norman Biebel
Illinois



M. H. Heckman
Indiana



S. H. M. Lund
Iowa



H. A. deMasi
Italy



U. S. Grant
Kansas



H. A. Greene, Jr.
Kentucky



R. C. Smith
Louisiana



J. A. McMahon
Maine



Jack E. Dyke
Maryland



Leo F. Malloy
Massachusetts



G. A. Ballantyne
Mexico



E. J. Schuitema
Michigan



E. V. Lindquist
Minnesota



R. M. Godwin
Mississippi



J. P. Dobel, Jr.
Missouri



F. D. Pehrson
Montana



Jerome N. Henn
Nebraska



T. W. Miller
Nevada



L. R. Spaulding
New Hampshire



E. G. Lyons
New Jersey



G. Y. Fails
New Mexico



A. R. Benedetto
New York



Robert A. Tart
North Carolina



F. N. Schmit
North Dakota



R. A. Munson
Ohio



W. H. Redman
Oklahoma



Don Eva
Oregon



George Vieto
Panama, C. Z.



E. T. Cammarota
Pennsylvania



R. O. Phillips
Philippines



W. Feliciano
Puerto Rico



Louis R. J. Malo
Rhode Island



E. Roy Stone, Jr.
South Carolina



Glenn R. Green
South Dakota



Jay E. Harville
Tennessee



Clayton Mann
Texas



W. Christoffersen
Utah



F. J. Moriarity, Sr.
Vermont



Thomas J. Gear
Virginia



John M. Woods
Washington



L. O. Bickel
West Virginia



V. K. Grosenick
Wisconsin



N. J. Guster
Wyoming

Sea Services Wins Chess Title

The Sea Services chess team, representing the Navy, Marine Corps and Coast Guard, took all honors at the 13th Annual Armed Forces Chess Championship Tournament, held in the Hall of Flags in The American Legion's office building in Washington, D.C.

In winning the championship for the first time in the history of the tournament, the Sea Services team captured the Emery Team Trophy, presented in honor of Thomas Emery, honorary chairman of the American Chess Foundation.

Individual honors went to Lt. (j.g.) Zacarias S. Chavez, of the U.S. Coast Guard, competing in his eighth Armed Forces Chess Championship tournament. Chavez, stationed in Cleveland in the Coast Guard's Ninth District, scored nine out of a possible ten points.

Past Nat'l Cmdr Paul H. Griffith, representing Nat'l Cmdr Joe L. Matthews, presented Chavez with a hand carved chess set provided by the veterans of the District of Columbia through the offices of Leo Anderson, director of the D.C. Dep't of Veterans Affairs. The presentation was made at the Awards banquet in the Sheraton Carlton Hotel.

The Sea Services team amassed 30½ points in winning the 11-round competition. The Army team, with a final score of 28½ points, finished second. Last year's winner, the Air Force, was third with 16.

In the series to date, the Army and the Air Force teams have won the Emery award four times each, and have tied twice; the Sea Services team won its lone title this year.

The tournament is jointly sponsored by the American Chess Foundation, The American Legion, the USO, the U.S. Chess Federation and the Dep't of Defense.

1972 Ohio Trapshoot Champions

Host for the annual Ohio State American Legion Trapshoot was Marysville Post 79. About 300 people in Sportsman's Acres watched more than 130 shooters on 21 teams compete for trophies.

Top honors in the five-man team shoot

went to Ravenna Post 331 which broke 461 out of 500 clay targets. Making up the team were William Thomas, Tom Ciani, P.M. Taylor, R.G. Snively and George Shields. Runner-up was Prospect Post 368 with 457 out of 500.

Santa Lanza and Charles Young of East Canton Post 667 won the two-man event—188 out of 200. Lanza went on to take over-all individual honors by breaking 97 in competition and 49 out of 50 in a shoot-off with Jack Comer of DeGraff Post 652.

Carla Shrum of Hilliard won the ladies competition by breaking 84 out of a possible 100 clay targets. The Sportsman's Acres owner, Gene McMahon, won the visitors' trophy with 94 out of 100 birds. Dennis Devault of Canton won in the category for sons and daughters of Legion members, with 93 out of 100.

In the photo, the five in front are the champion Ravenna team. L. to rt. are Thomas, Taylor, Snively, Ciani, and Shields. Others (l. to rt.) are Devault, Rose, Comer, Simpson, Bertram, Landon, Cramer, Young, Lanza, Carla Shrum, and McMahon.

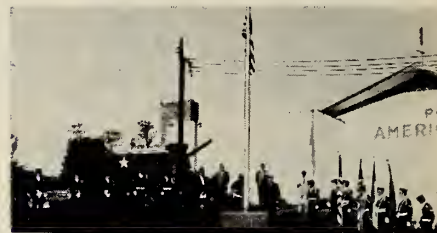
Other posts participating were Zanesville Post 29, Richwood Post 40, Marietta Post 64, Wadsworth Post 170, Bucyrus Post 181, Massillon Post 221, Plain City Post 248, Loudonville Post 257, Brookville Post 289, Republic Post 404, Greentown Post 436, Anna Botkins Post 446, N. Baltimore Post 539, N. Georgetown Post 574, Waldo Post 605 and Lithopolis Post 677.

More Flags and the Legion

A promotion designed to encourage Legionnaires, in particular, to Show Their Colors by displaying American flags from their homes was conducted by Post 369, Dorchester, Mass. Through its Americanization Program, the post underwrote a portion of the cost and sold over 100 flags to members through the combined efforts of Post Cmdr Harold Linehan, Americanism Officer John Walsh, and Ass't Finance Officer Emmett Lawlor.

In Bristol Village, Waverly, Ohio, writes Harold Lee, a retired Army

officer, the flags are really flying. For the retirement community of 340 homes and 540 people, he has already ordered over 300 flags from the Legion's Nat'l Emblem Sales Division. "It is a very beautiful sight," he writes, "on July 4 to see so many flags flying down each street."



Post 89, N.Y.: "For all veterans."

Post 89, Vestal, N.Y., dedicated a new flag pole in memory of all veterans. Materials, time and effort were donated by the post's friends and members.

William Kays, Immediate Past Dep't Cmdr, Pennsylvania Legion, presented a flag staff and stand to Mrs. Alice Jones, vice president, Susquehanna Chapter 293, American Assoc. of Retired Persons, having heard that the group was using a desk flag for its Pledge of Allegiance ceremony.



Post 98, Mich.: flag for Big Rapids H.S.

Big Rapids, Mich., High School got a new flag from Post 98, which has for years been replacing old and tattered flags for both public and parochial schools. In the photo, l. to rt., are Post Cmdr Rex Horrigan, Pam Hannon and Walter Richardson.

Post 269, Patchogue, N.Y., dedicated a new flag pole, given by the post's past commanders in memory of dead comrades. Said Past Cmdr Peter Pino, "Our national colors will fly day and night forever."

The NCO Academy at McGhee Tyson AFB, Knoxville, Tenn., was given a package consisting of 25 flags (3x5 with 6-foot poles), a flag display depicting the 27 changes from the original Betsy Ross Flag to the present, and a copy of the National Anthem encased in a frame. The presentation was made by Wilbur Van Sant, Jr., representing the Legion Dep't of Maryland, and Arthur Peterson, representing Post 109, Baltimore. The project was started by William Zinnert, Past Post Cmdr and member of the 135th Tactical Air Support Group,

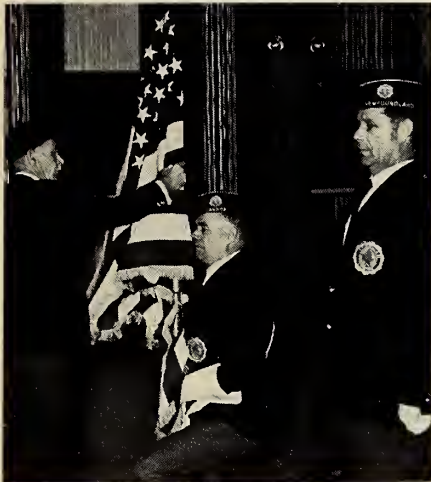


JOSEPH G. HOFSTAUER, PLAIN CITY

Here are the 1972 champions in various categories of the Ohio Dep't Legion Trapshoot.

MdANG, a graduate of the NCO Academy. The Department donated the case of flags, Peterson gave the flag display, and William Miskell of Post 109 gave the framed Anthem.

TOOTON'S LTD., ST. JOHN'S, NFED



Colors gift: Canadian Legion to Post 9.

In St. John's, Newfoundland, the Royal Canadian Legion Branch 56, under the command of then President Bert Hemmens, presented Legion **Fort Pepperrell Post 9**, under the command of then Post Cmdr John B. Elliott, with new post colors.

BRIEFLY NOTED

Ten states have approved bonus payments for Vietnam era veterans or their next of kin. States offering bonuses are Washington, Connecticut, Delaware, Illinois, Louisiana, Massachusetts, Pennsylvania, North and South Dakota and Vermont. Requirements and the amount of bonuses differ with each state. One general qualification is a state residency of six months to one year prior to entering service. The state plans include bonuses both to living veterans of the Vietnam era and to next of kin of soldiers who either died in action or died as a result of service connected injuries. Inquiries can be made to Veterans Affairs Offices in the individual state capitals or by calling or writing to the Veterans Administration.

A total of 26 graduates of The American Legion Baseball program were eligible for participation in the '72 Nat'l League championship play-offs between the Cincinnati Reds and the Pittsburgh Pirates, 15 on the Reds' roster and 11 on the Pirates. In the American League championship series, 33 graduates were eligible to play, 16 on the Detroit Tigers and 17 on the Oakland Athletics. In the World Series between Oakland and Cincinnati, a former Legion star shone brightly. Rollie Fingers, who successfully relieved on the pitcher's mound for Oakland in the 9th inning of the second game, was a member of the Champion Upland, Calif., Legion team in 1964 in the finals at Little Rock, Ark. Rollie was

the batting champion of the Legion that year and won the Outstanding Player of the Year title. Rollie wound up his triumphant first World Series by retiring the last batter, setting a World Series record and tying two others. His new record: Most saves, pitcher, 7-game series, 2. He tied these: Most games, consecutive, pitcher, one series, 5; and Most games, pitcher, 7-game series, 6.

Maryland Dep't Cmdr Ray Callegary and President Thomas O'Neill of Vermont Federal Savings & Loan Assoc. recently signed papers establishing The American Legion, Dep't of Maryland, POW-MIA Foundation for education of dependents of Prisoners of War and Missing in Action in Southeast Asia. Vermont Federal and its Board of Directors donated \$1,000 to the Department to aid in establishing the foundation.

The posts of **Niagara County, N.Y.**, purchased a \$3,200 Wurlitzer organ and donated it to the VA hospital at Buffalo. In the photo, l. to rt., are William Royer, County Cmdr; George Putzak, **Portage Post 1465** Cmdr; Harry Dorn, County Rehabilitation Chmn, who made the presentation, and the then VA Director John Rowan.



Niagara Co., N.Y.: a Wurlitzer to the VA.

POSTS IN ACTION

Post 14, Jamestown, N. Dak., recently presented a check for \$50,000 to Mayor H.F. Buegel for the construction of a new Civic Center. The gift represents



A \$50,000 gift from Post 14, Jamestown, N. Dak., will help build Civic Center.

half of the post's intended contribution toward the project. In the photo, standing, l. to rt., are R. Zimmerman, A. Kudrna, D. Kolrud, J. Telken, E. Gabrielson, J. Johnson, and J. Jungroth. Seated: Mgr. C. Tanata, Mayor Buegel, Post Cmdr Bob Radtke, H. Braniff, S. Foss and H. Leines.



In Cambridge, Minn.: Legion school gift.

The **Cambridge, Minn.**, High School football team's record of no defeats in three years and 27-game undefeated string deserved a new scoreboard, thought **Post 290**. The post contributed this \$2,000 electronic aid to football scores and statistics. From l. to rt. in the photo are the team's coach, George Larson, Post Cmdr Charles Lundgren, a Viet Vet, and Supt. M.W. Norsted, School District 911.

Post 87, Alexandria, Minn., reaffirmed its constant program for community participation when it gave \$15,000 to four local projects. According to Post Cmdr William Mateer, \$7,500 went to the Citizens Council for Improved Athletic and Recreation Facilities in the development of the new high school football field. Another \$2,500 was appropriated to the Alex Technical School toward a new Student Union. Then \$2,500 was presented to the Band Mothers for new high school band uniforms. Finally, \$2,500 was presented to the city toward the purchase of a new fire department rescue vehicle. (Turn to next page)

COMRADES IN DISTRESS

Readers who can help these veterans are urged to do so. Usually a statement is needed in support of a VA claim.

Notices are run only at the request of American Legion Service Officers representing claimants, using Search For Witness Forms available only from State Legion Service Officers.

29th Inf Hq, Hq 2nd Bn (Okinawa June-Oct. 1949)—Need information from Alvarez and Ramos and any other comrades who recall that Gilberto G. Chavez had amnesia and nervous breakdown, felt bad and very weak, tried to report to doctor but could not find him. Doctor did not call him. Write "CD149, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019"

945th Field Art'y Bat (Doremberg, Germany Nov. 1944)—Need information from Chappie Taylor, Key, Tollett, Yuhans and any other comrades who recall that James Franklin Looney hurt his back when he fell out of back of maintenance truck traveling over icy roads. He was taped for about six weeks. Write "CD150, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019"



Post 527, N.Y.: billiards for patients.

A billiard table for use by the 10th floor patients in the **Buffalo, N.Y.**, Veterans Hospital was presented by **Post 527, Hamburg**. In the photo, at left, front, is Post Cmdr Edward Schunk, with Joseph Meyer, hospital recreation chief. Others are, from left, Robert French, VC; Bernard Bailey, Past Cmdr and Post Service Officer; Ronald Kasperek, Sgt-at-Arms; and Legionnaire Thomas Newberry.

The Mini-Bike Squad of **Post 125, Gulfport, Fla.**, donated a 1973 15-passenger bus to the program of Parc Villa (Pinellas Assoc. for Retarded Children).

PEOPLE IN THE NEWS

Jose J. Pastor Ginorio, a Vietnam veteran and member of Borinquen Post 41, appointed Dep't Adjutant for the Dep't of Puerto Rico.

William D. Jackson, 27, a Vietnam veteran, appointed Dep't Adjutant of Indiana, succeeding Richard C. Smidley, who is retiring because of ill health after more than three years in the position. Jackson is the youngest Dep't Adjutant in Indiana Legion history. Two other Viet Vets are serving Indiana in top jobs: **Dyke E. Shannon**, 25, of New Castle, is the recently appointed assistant adjutant, and **James L. Buntin**, 29, of Frankfort, serves as Director of Americanism and Youth Activities.

DEATHS

W. J. Sutton, 64, of Arlington, Va., a Major General and retired chief of the Army Reserves, after a heart attack. He was the Post Cmdr of Nat'l Defense Post 46, Washington, D.C. He held the Distinguished Service Medal, Silver Star, Legion of Merit with Oak Leaf Cluster, the Bronze Star with Oak Leaf Cluster, and other medals.

George E. Shehane, 50, of College Park, Ga., Dep't Service Officer of the Georgia Legion, of a heart attack. He was also assistant director and personnel officer of the Georgia Dep't of Veterans Service. A retired Navy Chief Petty Officer, he had been Dep't Service Officer for 10 years.

Thomas W. McCaw, 82, of Columbus, Ohio, Past Dep't Cmdr (1933-34) and Nat'l Executive Committeeman in 1934-36.

Ollie Tucker Frith, 63, of Nashville, Tenn., Past Dep't Cmdr (1965-66) and Alternate Nat'l Executive Committeeman in 1969-70.

John Leonard Sisk, 73, of Nashville, Tenn., Past Nat'l Vice Cmdr (1936-37), and Past Dep't Cmdr (1934-35).

John A. Royse, of Indianapolis, Ind., a founder of The American Legion who attended the St. Louis Caucus in 1919.

Raymond Trapp, 65, of Blackwell, Okla., Past Dep't Cmdr (1954-55) and alternate Nat'l Executive Committeeman in 1949-51 and 1955-57.

Oran J. Vaughan, 76, Searcy, Ark., Past Dep't Cmdr (1930-31) and alternate Nat'l Executive Committeeman in 1931-33 and Nat'l Executive Committeeman in 1933-35.

Harry R. Lawton, of Hermosa Beach, Calif., a Dep't of Washington member and Past Dep't Cmdr (1938-39).

LIFE MEMBERSHIPS

The award of a life membership to a Legionnaire by his Post is a testimony by those who know him best that he served The American Legion well.

Below are listed some of the previously unpublished life membership Post awards that have been reported to the editors. They are arranged by States or Departments.

Eddie W. Burks (1972) Post 24, Blytheville, Ark.

Francis G. Watson, **Thomas Bickerstaff**, **Edward J. Duggan**, **Charles Ferroni** and **Sydney F. Boyle** (all 1973) Post 284, Mill Valley, Calif.

Gertrude E. Stefanowich (1967), **Delphine E. Hart** (1970) and **Felice K. Bitters** (1971), Post 553, Norwalk, Calif.

Clifford Bowen, **Baruylr Peshmalyan**, **Wendell Bosworth**, **Clarence Briggs** and **Royden Leonard** (all 1972) Post 111, Woodstock, Conn.

Augustus Ruser Jr. (1973) Post 273, Madeira Beach, Fla.

Peter Michels (1973) Post 273, Bellevue, Iowa
Walter Ashley and **Dale Zackery** (both 1972) Post 61, Central City, Ky.

Mitchell J. Hilow (1971) and **Michael R. Lopardo** (1972) Post 201, Worcester, Mass.

Anfred L. Johnson, **Robert Morford** and **Clayton C. Linn** (all 1970) Post 261, Kimball, Minn.

Stevie D. Bateman and **William H. Smith** (1972) Post 11, Laurel, Miss.

Francis J. deMarteleire (1970) Post 146, Riverside, N.J.

John Yaroslowski, **Edward Lazur**, **Joseph Lazur**, **Stanley Pych** and **John Galka** (all 1972) Post 359, Passaic, N.J.

Charles V. Bacon Sr. (1969) and **Irving C. Nelson** (1971) Post 487, Mahwah, N.J.

Charles Schondelmeir, **William B. Bluber**, **Fred Meyn**, **Howard Anderson** and **Edward Kaskell** (all 1973) Post 13, Brooklyn, N.Y.

Harry Sharples and **Burton Taylor** (both 1973) Post 79, Messena, N.Y.

Frederick Hansen (1969) Post 179, Brooklyn, N.Y.

John Reside (1972) Post 216, Margaretville, N.Y.

Arthur F. Coates and **William M. Rickard, Jr.** (both 1971) Post 230, Sherrill, N.Y.

Morris Pendleton, **Ralph Phillips**, **Clarence Reahr**, **Arthur Rich** and **Roy Richardson** (all 1971) Post 527, Hamburg, N.Y.

Gerald O. Stone (1968), **John R. Kasmer, Jr.** (1969), **Oscar K. Boehnke** (1970), **Alvin W. Rittman** (1971) and **Wallace G. Rudin** (1972) Post 708, Buffalo, N.Y.

Walter Kedron (1971) and **Walter Szymanski** (1972) Post 1041, Buffalo, N.Y.

Neale Douglass, **Bernard Meehan**, **Philip Kaplan**, **George Moorhead** and **Herbet Vaughan** (all 1972) Post 1222, New York, N.Y.

Philip Manachino (1973) Post 1636, Brooklyn, N.Y.

Louis E. Haidek and **Robert W. Barclay** (both 1972) Post 352, Oklahoma City, Okla.

Roscoe Bryan, **Stanley B. Carr**, **Harry A. Casselberry**, **Edward D. Foye** and **Russel Hofer** (all 1973) Post 104, Montoursville, Pa.

Thomas C. Barr, **Stephen C. Goodnough Sr.**, **Charles P. Johnson**, **Louis Knell** and **Eric B. Logan** (all 1972) Post 116, Pittsburgh, Pa.

William Fischer, Sr., **Samuel Halstead**, **Roy E. Miller**, **Elmer E. Shaffer** and **Arthur E. Walker**, (all 1972) Post 413, Pocono Lake, Pa.

Thomas L. Hall (1972) Post 6, Columbia, S.C.
R. P. White and **B. P. Murphree** (both 1972) Post 34, Waverly, Tenn.

Clifford Joe Farmer (1973) Post 196, Clairfield, Tenn.

Thomas T. Edwards (1972) Post 421, McCamey, Tex.

Vernon A. Dodd, **Freddy McLain** (both 1971), **C. S. Davis**, **R. C. Smith** and **Mack Potter** (all 1972) Post 516, Ft. Worth, Tex.

Marjorie J. Harrington (1972) Post 134, Clearfield, Utah

Samuel Brand, **John Dempsey**, **Harry Erickson**, **James P. Gilfeather** and **Engral Johnson** (all 1972) Post 87, West Rutland, Ver.

(Continued on facing page)

American Legion Life Insurance
Month Ending Sept. 30, 1972

Benefits paid Jan. 1-Sept. 30, 1972.....	\$ 1,392,179
Benefits paid since April 1958.....	13,168,965
Basic Units in force (number).....	127,343
New Applications approved since	
Jan. 1, 1972.....	5,220
New Applications rejected.....	2,132

American Legion Life Insurance is an official program of The American Legion, adopted by the National Executive Committee, 1958. It is decreasing term insurance, issued on application to paid-up members of The American Legion subject to approval based on health and employment statement. Death benefits range from \$40,000 (four full units up through age 29) (25 in Ohio) in decreasing steps with age to termination of insurance at end of year in which 75th birthday occurs. Available up to four full units at a flat rate of \$24 per unit a year on a calendar year basis, pro-rated during the first year at \$2 a month per unit for insurance approved after January 1. Underwritten by two commercial life insurance companies, the Occidental Life Insurance Co. of California and United States Life Insurance Co. in the City of New York. American Legion Insurance Trust Fund is managed by trustees operating under the laws of Missouri. No other insurance may use the full words "American Legion." Administered by The American Legion Insurance Division, P.O. Box 5609, Chicago, Illinois 60680, to which write for more details.



Post 60, Pulaski, Tenn., presents \$1,500 check to Martin College Capital Funds Campaign, in drive to raise \$2 million for construction of two new buildings. Front, l. to rt.: J. Helton; Mrs. P. Clark; Tom Gray, pres. of Martin College; Post Cmdr Ray Hoyt; rear: J. Walters, Middle Tennessee Legion VC; E. Harlow; P. Brewer.

Chas. L. B. Bishop (1972) Post 366, Richmond, Va.

Vincent C. Ely (1973) Post 3, Olympia, Wash. Peter A. Billesbach (1973) Post 72, Cheney, Wash.

Leonard K. Peterson, Henry Rink, E. J. Terwilliger, Gordon Shepherd and Alexandra Sommer (all 1971) Post 170, Mineral Point, Wis.

Emil Gehrke (1971), Martin Kubisiak and Robert Polaske (both 1972) Post 263, New London, Wis.

Life Memberships are accepted for publication only on an official form, which we provide. Reports received only from Commander, Adjutant or Finance Officer of Post which awarded the life membership.

They may get form by sending stamped, self-addressed return envelope to:

"L.M. Form, American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y. 10019."

On a corner of the return envelope write the number of names you wish to report. No written letter necessary to get forms.

OUTFIT REUNIONS

Reunion will be held in month indicated. For particulars write person whose address is given.

Notices accepted on official forms only. For form send stamped, addressed return envelope to O. R. Form, American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y. 10019. Notices should be received at least five months before scheduled reunion. No written letter necessary to get form.

Earliest submission favored when volume of requests is too great to print all.

ARMY

1st Cav Div—(Aug.) Alfred Stevens, P.O. Box 11201, Albuquerque, N.M. 87112
1st Div—(July) Arthur Chaitt, 5 Montgomery Ave., Philadelphia, Pa. 19118
1st Medical Reg't—(Aug.) Glen Carlson, 413 Maurice Ave., Albert Lea, Minn.
3rd Arm'd Div—(July) Rodney Hession, 1201 Whitney Ave., New Orleans, La. 70114
5th Arm'd Div—(Aug.) Mrs. Claire Watrous, 8549 Lowell St., St. Louis, Mo. 63147
6th Div—(Aug.) Donald Warden, 32 Fairacres Trailer Park, Mystic, Conn. 06355
19th Combat Eng Reg't—(July) Edgar Pohlmann, 5805 Goucher Dr., College Park, Md.
24th Div—(July) Victor Backer, 73 Westminster Rd., Lake Success, N.Y. 11100
25th Div—(July) DeWitt Oakes, Jefferson Hotel, Richmond, Va. 23220
30th Div—(July) Saul Solow, 42 Parkway Dr., Syosset, N.Y. 11791
34th, 409th Ord MM Co—(July) Mearl LeMal, 143 N. Water St., Spring Grove, Pa. 17362
36th Div—(Aug.) A. F. Kohutek, 2404 Lincoln Cts., Irving, Tex. 75061
41st Div—(July) Mike Trapman, 3222 Gallows Rd., Fairfax, Va. 22030
44th Eng Combat Bn (WW2)—(Aug.) Sec'y, 44th Engr. C. Bn Assoc P.O. Box 44, Friendship, Ind. 47021
76th Div—(July) Col. Elliott Cutler, Jr., Dept. of Electrical Engr., USMA, West Point, N.Y.
81st QM Co—(July) Mrs. L. Z. McCoy, Sr., Rt. 3 Box 234, Seagoville, Tex. 75159
82nd Airborne Div—(Aug.) Carl Davis, 159 Gibson Ave., Mansfield, Ohio 44907
83rd Div (WW2)—(Aug.) Lawrence Redmond, 132 Rockwood Dr., Havertown, Pa. 19083
83rd Gen Hosp—(July) Paul Douglas, 2475 Skyland Trail, N.E., Atlanta, Ga. 30319
84th Div—(Aug.) William Johnson, P.O. Box 297, Fort Myers, Fla. 33902
88th Div—(Aug.) Jay Stradley, 37 Oriental Ave., Pennsville, N.J. 08070
94th Div—(July) Roger Keith, 170 Hillberg Ave., Brockton, Ma. 02401
95th Div—(Aug.) 95th Div. Assoc., P.O. Box 1274, Chicago, Ill. 60690

96th Div—(July) Sherman Deckrow, 3740 N. Pontiac Ave., Chicago, Ill. 60634
99th Div—(July) Joe Johnson, 926 Clark Lane, Des Plaines, Ill. 60016
102nd Ammo Train (WW1)—(Aug.) Glen Wemple, P.O. Box 217, Boonville, N.Y. 13309
104th Inf—(Apr.) Robert Sandri, 37 Hemlock St., Clifton, N.J. 07013
106th Cav—(June) Raymond McGee, 107 W. Franklin St., Urbana, Ill. 61801
119th FA, Bat D, 260th FA, Bat D, 40th CA, Bat D & 979th FA, Bat A (WW2)—(Aug.) Merlin Van Horne, 814 Springcrest Blvd., Jackson, Mich. 49203
121st Inf—(June) James Brake, 1069 Mimosa Dr., Macon, Ga. 31204
135th AAA Gun Bn, Bat B—(May) Edw. Robinson, 37641 Millann Dr., Willoughby Hills, Ohio
139th Inf, Co K (WW1)—(May) Frank Plummer, 609 So. Kan. Ave., Newton, Kan.
142nd Inf, Co B (Eastern Unit)—(Aug.) Dempsey Albritton, P.O. Box 186, Bowling Green, Fla.
164th Reg't, Co G—(July) Milton Kane, Veterans Ser., Barnes County Courthouse, Valley City, N.D. 58072
168th Combat Eng—(Aug.) Alfred Pompeo, 18 Newton Rd., West Medford, Mass. 02155
195th Field Art'y Bn (WW2)—(Aug.) Merton Todd, 915 College Ave., Goodland, Kans.
202nd FA Bn (WW2)—(Aug.) Newton Edwards, 2717 E. Portland St., Springfield, Mo. 65804
239th Eng, Co C—(Aug.) Jim Andrews, New Marshfield, Ohio 45766
269th Eng, Bn C—(Aug.) George Phillips, 788 Fairacres Ave., Westfield, N.J. 07090
270th Field Art'y Bn, Hq Bat—(Aug.) Howard Fillone, Box 124, Marshfield, Mo. 65706
308th Eng (WW1)—(Aug.) Fred Lautzenheiser, 1048 4th St. N.W., New Philadelphia, Ohio
313th Trench Mortar Bat & 313th Ammo Train, Co E—(Aug.) Frank Bailey, Guthrie Center, Iowa 50115
315th Reg't (WW2)—(Aug.) Francis Oczko, 144 N. 6th St., New Hyde Park, N.Y. 11040
317th Field Art'y Bn, Hq Bat—(Aug.) Anton Zahler, 3746 Major Ave. N., Minneapolis, Minn. 55422
319th Inf, Co 1 (WW1)—(Aug.) George Reed, Box 464, Vanderbilt, Pa. 15486
322nd Medical Bn—(Aug.) Joseph Meneghelli, 616—38th St., Richmond, Calif. 94805
329th Inf, Co G—(Aug.) G. H. Wolfe, 836 Barker Rd., Fremont, Ohio 43420
337th Inf Reg't, 328th FA, 308th Eng—(July) Charles Hacker, 816 N. Shippen St., Lancaster, Pa. 17602
339th Field Hosp—(June) Leo Hinz, 230 Erie, S. Haven, Mich. 49090
346th Eng, Co D (WW2)—(July) Sherman Garner, 1027 N. 6th St., Carlsbad, N.M. 88220
348th Eng—(Aug.) Ralph Amrine, 2618 E. 10th St., Anderson, Ind. 46012
447th AA Av Bn, Bat B—(July) Edwin French, P.O. Box 237, Roswell, N.M. 88201
456th Ord Evac Co—(Aug.) George Parker, 60501 Grand River-L400, New Hudson, Mich. 48165
496th Ord HAM Co (Drogenbos, Belgium)—(Aug.) Truman Lander, 4947 Orchard Lane, Rockford, Ill. 61103
508th Eng, L Pon Co (WW2)—(Aug.) Maurice Sipe, 2299 Mt. Zion Rd., York, Pa. 17402
526th Ord HM Tank Co—(Aug.) George Hurlless, RFD 4, Van Wert, Ohio 45891
546th AAA Bn, Bat B—(July) Kenneth Lubben, 221-3rd Ave. S.W., Le Mars, Iowa 51031
554th AA Av Bn—(Aug.) Thomas Raynak, 1128 Standard Bldg., Cleveland, O. 44113
702nd Tank Bn—(Aug.) Bob Brookhouser, 941 W. 10th St., Erie, Pa. 16502
713th ROB—(July) Orville Reynolds, 931 Fifth St., Union Beach, N.J. 07735
729th Rvy Oper Bn—(Aug.) Albert Colello, 4251 4th Ave., Altoona, Pa. 16602
750th Engr. Hvy Shop Co—(July) George Engelhardt, 13959 Blackburn, Livonia, Mi. 48154
757th Eng Parts Supply Co—(Aug.) John Rieger, 3648 Harriet Ave. S., Minneapolis, Minn. 55409
808th TD Bn—(Aug.) Chet Norwin, 20290 Conley St., Detroit, Mich. 48234
Hickham Field Finance Det (Dec. 1941)—(Dec.) C. R. Gross, 709 E. Mitchell St., Arlington, Tex. 76010

NAVY

1st Marine Div—(Aug.) Joseph Guilbert, 2772 S. Randolph St., Rm. 209, Arlington, Va. 22206
3rd Marine Div—(July) Harold Melloy, Box 10553, Knoxville, Tenn. 37919
6th Naval Dist Sh Patrol (WW2)—(July) Mrs. James Bigham, 21 Bradley Blvd., Greenville, S.C. 29609
25th Special Seabees—(Aug.) John Owen, 2110 W. 40th St., Lorain, O. 44053
29th Seabees—(Aug.) W. P. Mast, 1319 N. Randall Rd., Aurora, Ill. 60506
66th & 102nd Seabees—(Aug.) John Chandler, P.O. Box 603, McMoresville, Tenn. 38235
84th Seabees—(Aug.) George McCandless, 5319 Secor Rd., Toledo, O. 43623
88th Seabees—(Aug.) Ray Noesen, 412 E. Myrtle, Santa Ana, Calif. 92701
91st Seabees—(June) Pete Sercombe, P.O. Box 3745, Omaha, Neb. 68103
ABSD-1—(Aug.) W. G. Herman, 51 Mel Kay Court, Coal City, Ill. 60416

Carrier Aircraft Serv Unit 17—(Aug.) Harry Minnich, 876 Cliffside Dr., New Carlisle, Ohio
Seabee Veterans of America—(Aug.) James Sullivan, 1100 Curlew Rd. #82, Dunedin, Fla.
Submarine Veterans of WW2—(Aug.) Ernst Rosing, 1409 S. East Ave., Berwyn, Ill. 60402
USS Alabama (BB60) & USS Drum (SS228)—(Aug.) F. H. Brumby, Jr. P.O. Box 65, Mobile, Ala. 36601
USS Aitu (CVE102)—(Aug.) Jacquelyn Perazzo, RD 2, Chester Springs, Pa. 19425
USS BORIE (DD704, WW2)—(Aug.) Stuart White, 29 Park St., West Warwick, R.I. 02893
USS Bunker Hill (CV17, WW2)—(June) Al Perdeck, 241 Parker Rd., Lakewood, N.J.
USS California (BB44-1919-46)—(Aug.) Harold Bean, 220 E. Pearl St., Staunton, Ill. 62088
USS Cascade (AD16, 1951-54)—(July) Jim Kerns, c/o Catering Offices, Glenwood Manor Motor Hotel, Overland Park, Kan. 66204
USS Charrett (DD 581)—(July) Mrs. George Summer, Rte. 6, Box 23, Tifton, Ga. 31794
USS Chemung (AO30 & 15th Flt USNR)—(July) Austin Garlock, 37 Mercer St., Oswego, N.Y.
USS Cleveland (LPD 7)—(June) Joe Havens, 3627 University St., Memphis, Tenn. 38127
USS Diphda Aka 59 (1945-46)—(July) Thomas Coogan, 12185 Ford Line, Southgate, Mich.
USS Essex (CV9)—(Aug.) U.S.S. Essex CV-9, Inc., P.O. Box 10123, Louisville, Ky. 40210
USS Lloyd E. Acree (DE356)—(Aug.) Thomas Lytle, RR2-Box 199, LaFontaine, Ind. 46940
USS Nicholas (DD449)—(Aug.) Charles Smith, 418 W. Ellis Ave., Inglewood, Calif. 90302
USS Parche (SS384)—(Aug.) Churchill Campbell, 110 El Cerrito Dr., Bakersfield, Calif.
USS Pittsburg (Marines & Sailors)—(May) Ralph Tidball, Sr., 873 Bathorn Ave., Newbury Park, Calif. 91320
USS Pumper (Y056)—(July) Val Ridgeway, 2600 Avocet Rd., Fort Collins, Colo. 80521
USS South Dakota (BB57, WW2)—(July) Rav Kanoff, 1210 N. 12th St., Norfolk, Neb. 68701
USS Ticonderoga (CV14)—(May) Elton Whitney, 2408 W. Azalea Dr., New Port Richey, Fla. 33552
USS Tuscaloosa (CA37) & USS Wichita (CA45)—(Aug.) Bernard Wolters, 510 Elizabeth, Kansas City, Kans. 66101

AIR

2nd Trp Carrier Sqdn—(Aug.) Horace Ayres, 325 Best Dr., Athens, Ga. 30601
14th Air Force—(July) Milt Klein, 9 Interstate St., Suffern, N.Y. 10901
18th Repair Sqd.—(Aug.) Charles Niewahner, Main & Floral, Elsmere, Ky. 41018
31st & 46th Air Depot Gps, AAF 505 (Watton, England)—(July) Wiley Noble, 7266 Goodwood Ave., Baton Rouge, La. 70806
65th Trp Carrier Sqdn—(Aug.) Bud Hawkey, Box #16, New Madison, Ohio 45346
89th Aero Sqdn (WW1)—(June) Lloyd Anderson, 8555 S. Lewis Ave., Box 8A, Tulsa, Okla.
448th Bomb Gp H (WW2)—(July) Kenneth Engelbrecht, 204 S. Archie Ave., Granville, Ill. 61326
490th Bomb Sqdn M—(Aug.) Ivo Greenwell, 3849 S. Rockford, Tulsa, Okla. 74105
702nd TEFTS (Blytheville, Ark. WW2)—(Aug.) George Kirby, Sr., 13325 Forge Circle, Valley Station, Ky. 40272

MISCELLANEOUS

CB1—(Aug.) Eugene Brauer, 4068 N. 70th St., Milwaukee, Wis. 53216
Military Order of the World Wars—(Aug.) A. R. Brownfield, 1100 17th St., N.W., Washington, D.C. 20036
Pearl Harbor Survivors—(Dec.) PHSA, P.O. Box 9212, Long Beach, Calif. 90810

PAUL E. YORK PHOTO



A check for \$34,574 passes from Richard Ford, Im. Past Cmdr, Post 201, Louisville, Ky., to Mrs. Shirley Dumesnil, president, Council for Retarded Children of Jefferson Co. The annual gift is raised in a Child Welfare Carnival. At left is W. L. Karp, co-chmn, 20th Annual Carnival.

ROOSEVELT DID NOT SHOOT CHURCHILL IN THE CHATEAU FRONTENAC

(Continued from page 13)

this opportunity to ask if he might give a demonstration of the special mixture of ice which his scientists had found. This was called Pykrete [and was for use in the 'Habakkuk' project. . . .]

Pykrete was, very simply, a frozen block of 94% water and 6% sawdust or other wood fiber. The idea of project Habakkuk was to manufacture flat-topped Pykrete icebergs in Newfoundland and park them in the Atlantic as staging fields for short-range aircraft being delivered across the North Atlantic to the United Kingdom.

Lord Louis' enthusiasm for Pykrete had been generated by its bald, be-whiskered and eccentric English inventor, Geoffrey Pyke, and by his somewhat more conventional associate, Professor Bernal.

The iceberg scheme was already formed in outline in the imagination of its enthusiasts. Floating ice airdromes hundreds of feet wide and thousands of feet long would be towed to various Atlantic sites. Powerful outboard motors could be used to keep them headed into the wind for plane operations, and to hold them on station against wind and current. Normal North Atlantic low temperatures should keep melting to a minimum. If need be, refrigeration pipes could be used to keep critical areas from melting at all.

CHURCHILL was enthusiastic about the toughness of Pykrete. Little steel would be needed for these airdromes at a time when both our navies were short of steel. The same toughness would permit German submarine packs to fire all their guns and torpedoes without appreciable damage to the man-made icebergs.

The Combined Chiefs were told that they should not confuse the characteristics of ordinary ice with those of Pykrete in any way, especially not its toughness, which Lord Mountbatten and Professor Bernal were ready to demonstrate.

As the national leaders looked on, Lord Louis produced a wheeled litter, which had earlier been concealed behind screens in the Combined Chiefs of Staff conference room. It contained several 50-pound blocks of Pykrete, as well as blocks of ordinary ice.

According to Churchill's recollections, Mountbatten invited the strongest man present to whack the ice and the Pykrete with a fireman's axe that Lord Louis provided.

My boss, General Arnold, was elected strongman. "He took off his coat," said Churchill, "rolled up his sleeves and swung the chopper, splitting the ordinary ice with one blow. He turned round, smiling, and, clasping his hands, advanced upon the block of Pykrete. He

swung the chopper, and as he brought it down let go with a cry of pain, for the Pykrete had suffered little damage and his elbows had been badly jarred.

"Mountbatten then capped matters by drawing a pistol from his pocket to demonstrate the strength of Pykrete against gunfire. He first fired at the ordinary ice, which shattered. He then fired at the Pykrete, which was so strong that the bullet ricocheted, narrowly missing Portal. . . ."

My own recollection does not jibe in all its details with Sir Winston's. Hap Arnold was indeed the axe-swinging, but as I got it at the time, Mountbatten's 45-caliber revolver was handed to Admiral King, whose dour amusement was barely concealed as he pumped two or three rounds into the Pykrete, which simply absorbed the bullets without shattering. In the American version, no ricochet endangered Sir Charles Portal. But not having been in the room, I am somewhat at a disadvantage in correcting the Prime Minister's account.

In any event, having proved that Pykrete was tough enough for Habakkuk, Lord Louis and his assistant rearranged the ice blocks on the wheeled litter with a natural bulge in the middle. When they covered it with a sheet (to maintain the tightest security concerning Habakkuk ice) it looked very much as if the sheet concealed the body of the Prime Minister, as Mountbatten wheeled the litter away. In the circumstances, we are not to be blamed for mistaking the sheeted ice for Mr. Churchill's form for a brief instant. His form was so distinctive that one of his finest "portraits" was taken from behind by the great New York photographer, Philippe Halsman. Had Halsman stuffed a scarecrow into that shape, the world would still think that the photo depicted Churchill.

In the subsequent history of Habakkuk, it might be said very loosely that FDR *did* shoot Churchill. At least, Roosevelt's staff shot down Churchill's project.

At the Quebec meeting, the British military chiefs tactfully ventured no opinion of Habakkuk. They respectfully (and perhaps gladly) passed it on to our military chiefs as a project of the Prime Minister for our consideration.

Admiral King wanted no part of it. He had a big aircraft carrier project under way, and didn't want any icebergs interfering with his carrier program. I might very safely say that he was quite impatient with the whole subject.

The Quebec Conference was deeply involved in a complex of global military problems of much greater gravity.

Should the Allies plan an invasion of Europe across the Channel, or favor Churchill's view that the Balkans were the "soft underbelly" of Europe?

How should we deploy our precious shipping in the two-pronged war against Germany and Japan?

Should our strategic bombers be diverted from their main job to tactical missions, or even be at the beck and call of navies in the search for enemy submarines?

How should we develop airbases for an attack on Japan?

THE CONFERENCE was so engrossed in such deadly, earnest problems that the talks continued after the Quadrant meetings ended. Churchill and a smaller party moved to Washington for several days in September to resolve issues left open at Quebec. Nevertheless, Mr. Churchill brought up the subject of Habakkuk daily at Quebec and at least once every day in Washington.

He never got an enthusiastic response. The U.S. military chiefs were already maintaining and improving conventional air stations through Canada, Labrador, Newfoundland, Greenland and Iceland to bases in the United Kingdom, and felt it better to keep improving what they'd already invested in than to start all over with icebergs.

Admiral King was primarily concerned with the Pacific. In spite of Professor Bernal's best arguments, he showed no interest whatever in man-made icebergs in the warm waters of the Pacific—even with 6% wood fiber.

A polite way out was found. Our military suggested that the British might proceed with their own Habakkuk. The British military saw very clearly that Habakkuk would take time, money, some steel and a considerable labor force. If they executed the plan, it would be their time, money, steel and labor. Further, whatever the Prime Minister may have thought, they recognized that the Americans were already delivering large numbers of short-range aircraft across the Atlantic without Habakkuk.

In later years, Mr. Churchill always treated the project with good humor. It is just possible that he may have felt that a bit of comic relief from enormous pressures might be helpful at the Allied meetings. There is a fair chance that the round-cheeked, rotund Prime Minister had a faintly mischievous glint in his eye when he was first briefed on the project and personally named it Habakkuk. This is the name of one of the lesser known books of the Old Testament, which includes a passage saying, ". . . I will work a wonder in your days which ye will not believe. . . ."

THE END

CHANGE OF ADDRESS

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LIFE IN THE OUTDOORS

Fish Pollution

DON'T THROW them back, advise fish ecologists. When you catch a small game fish in a pond or lake, your normal reaction as a sportsman is to return it to the water. The theory is that it will grow larger and some day you might catch it again. In fact, in some areas the law still requires that you release undersize fish. In most waters, an exception being streams, this is all wrong, say the biologists. In many cases, no matter how careful you are, the fish will die. That's good. If it lives, you are actually inhibiting good fishing for the future. Another mistake most anglers make is to throw back unwanted species, such as sunfish or small panfish. Releasing them is the easiest way of disposing of them. And ruining good fishing.

There *is* such a thing as fish pollution. A lake or pond can support just so many pounds of fish. For a simple example, this might be 1,000 ten-pound bass or 10,000 one-pound bass. Surface area is one of the limiting factors since it determines how much oxygen can be absorbed from the air. In a non-aerated home aquarium, for healthy tropical fish there must be 20 square inches of surface for every inch of fish. Apparently volume is another. An aquarium fish will grow about twice as fast and large in a 20-gallon container as in a 10-gallon one. Chemical content is still another; in the new man-made lakes of the South where these ingredients, accumulating in the dry land for centuries, are at a maximum, fish culture and growth are spectacular. There is also the factor of competition for food. With too many fish, there isn't enough to go around to support full growth. It is true that large fish will feed on the smaller ones,

but not enough to significantly reduce the population. In farm ponds, the voracious pickerel are introduced sometimes to reduce the population when it soars because of insufficient harvesting.

Summing up, too many fish result in stunted growth. In Kennebago Lake, Maine, because of over-protection, a six-inch squaretail trout can be caught on almost every cast; one of these, taken to a biologist, was found to be five years old! One of the cures for over-population, used in some instances in Canada and the U.S., is to poison the lake and restock it with the optimum number of fish, then regulate the fishing so that enough are caught to maintain the proper balance. After a number of years, the process is repeated. Experiments have also shown that it is virtually impossible to fish-out a lake even when there are no closed seasons or creel limits. Fish just aren't that easy to catch. The greatest problem seems to be to convince anglers (and some authorities) that the more fish caught, the more lunkers there'll be and the better the fishing. It is interesting to note that in Alaska you are allowed to keep many more small rainbow trout than large ones; the latter are protected because they are the most valuable spawners.

CLEAN small rust spots from your guns and reels with a typewriter eraser, writes Raymond Scherdell of Holden, Mass. It's abrasive enough to remove the rust but not the metal's finish. Afterward, coat with oil or wax.

AN UNUSUAL use for fired shotgun shells is submitted by George Poltrock of Nanti-

coke, Pa. He glues several of them base-down to an attractive piece of stained walnut or oak and uses them as pencil holders for his desk. The inside of the shells is first wiped clean with a damp cloth.

WHEN ice fishing or winter hunting, keep a discarded window shade in the trunk of your car, writes R. Koydecki of Omaha, Neb. It makes a good mat when you have to change a tire or kneel by an ice hole. In a tent, it helps keep out dampness when placed under your sleeping bag.

A WALL CHART from Remington, 23x29 inches, illustrates in full color 14 upland game birds. Artists are well-known Bob Kuhn and Tom Beecham. On heavy laminated stock; can be hung as is, or framed. Called, "Knowing Your Upland Birds." the chart can be obtained from: Bird Chart, P.O. Box 731, Bridgeport, Conn. 06601. Price: \$3.

WHEN PACKING food for a camping trip, put each egg in a small plastic bag and then replace in the cardboard carton, suggests Mrs. Mabel Ebsen of Superior, Neb. Then should an egg break en route, the bag will hold it and later it can be cooked scrambled.

TAKING children on an outdoor trip? Be sure to bring a good bird book, advises E. Puestow of Cedarburg, Wis. It will help them identify the birds and appreciate our feathered wildlife.

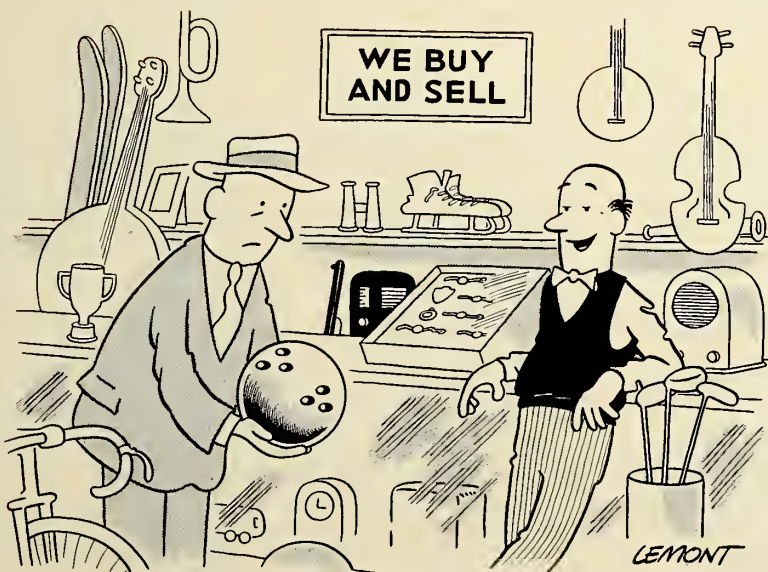
FOR OUTDOORSMEN who don't like beards, there's a new Norelco 20B cordless electric shaver about as large as a pack of cigarettes, operating on four penlite batteries for up to 50 days of shaves. A mirror is built into shaver's cap. Price: under \$20. Write: North American Philips Corp., 100 East 42nd St., New York, N.Y. 10017.

TO KEEP potatoes and onions from burning when roasting them in the ashes of your campfire, first wrap each in a layer of wet paper toweling and then in aluminum foil, recommends Mrs. A. L. Wynn, Jr. of Emerson, Ark.

A HANDY method of locking your tent trailer or boat trailer so thieves won't steal it when you're away is suggested by Allene Evans of Cleves, Ohio. Get a spare ball hitch and lock it into the socket of the trailer's bar. This will make towing impossible.

FOR CAMP COOKING and backyard barbecues, a new cordless electric rotisserie kit designed to fit almost any type of grill. Works on a rechargeable nickel cadmium battery with enough power to cook a 15-pound roast. Kit includes spit rod, skewer fork, grill brackets and charger. Price: about \$30. From: Disston, Porter Building, Pittsburgh, Penna. 15219.

If you have a helpful idea for this feature send it in. If we can use it we'll pay you \$5.00. However, we cannot acknowledge, return, or enter into correspondence concerning contributions. Address: Outdoor Editor, The American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y. 10019.



"It used to be owned by a little old lady who had to use both hands."

You Can Get As Much From Your Official American



It's great knowing that, whatever happens, your family will have enough to keep going and stay together.

We all know how important it is for a man to make sure his family will be financially secure if he should die. But the way living costs keep soaring, the regular insurance a man bought in the past may no longer do the job.

Luckily, Legionnaires have a way out of the problem. The solution is **ADD-ON American Legion Life Insurance Protection**. At incredibly low cost, it lets you give your family thousands of dollars in extra security!

Now, if you're a Legionnaire between 35-44 and in good health, you can apply for insurance that provides your family with up to \$18,000 in benefits. If you're under age 30, you can apply for up to \$40,000! Where else can you get a family protection "deal" like that?

And just think what a great money-saving way this is to have Mortgage Insurance. You can choose benefits that can pay off most, if not all, of your mortgage balance should you die. Or your family could completely pay off other purchases such as autos, home improvements, appliances.

As for the remarkably low cost, just show the schedule of benefits and premiums to any non-Legionnaire friend. Then watch his eyes light up with envy.

You are eligible to apply for up to **FOUR** Units of protection, as shown at right, if you're a Legionnaire in good

standing, in good health and under the age of 70. There is normally *no medical examination*. Just fill out the Enrollment Form at right, and mail it with the proper premium as shown on the Premium Chart. With insurance company approval, your protection begins the first of the month following the date your Enrollment is received by the Administrator. You'll automatically receive renewal notices before the end of each year, to remind you to continue your valuable protection.

Remember, American Legion Life Insurance pays *in addition* to any other life insurance you now have; it is not meant to replace any existing policies you now own. Your American Legion Life Insurance has fewer standard exclusions than most. It protects you fully even while flying in commercial or military aircraft and while on active duty with the Armed Forces. The only restriction is that no benefit is payable for death as a result of any act of war while in the military, naval or air service or within six months of such service as a result of injuries or disease contracted during service.

So don't wait. American Legion Life protection—**BIG-MONEY PEACE OF MIND**—for only pennies a day. Fill out, enclose check, and mail Enrollment Form **NOW**.

As \$40,000 of Protection Legion Life Insurance Plan



WHAT PEOPLE SAY ABOUT AMERICAN LEGION LIFE INSURANCE

"I wish to acknowledge with thanks the prompt receipt of the check for the death benefit of my husband. It was just a chance reading of your advertisement in the American Legion Magazine that prompted us to apply for this insurance."

Mrs. E. H. W.

"... (husband) died on the date the insurance became effective. I was concerned that you might question paying the claim but I worried about it needlessly. Thank you so much for the payment and for your promptness."

Mrs. J. J. K.

"This was the first settlement made on any of Frank's insurance and as a result lifted a great load from M's mind..."

Mr. J. G. R.

Amount of Premium to Mail with your Enrollment

Month Enrollment Card Signed	AMOUNTS TO BE REMITTED FOR:				
	4 Units	3 Units	2 Units	1 Unit	½ Unit
January	\$88	\$66	\$44	\$22	\$11
February	80	60	40	20	10
March	72	54	36	18	9
April	64	48	32	16	8
May	56	42	28	14	7
June	48	36	24	12	6
July	40	30	20	10	5
August	32	24	16	8	4
September	24	18	12	6	3
October	16	12	8	4	2
November	8	6	4	2	1
December	96	72	48	24	12

HERE ARE YOUR AMERICAN LEGION LIFE INSURANCE PLAN BENEFITS

Amount paid determined by age at death

Age at Death	FOUR UNITS (Total Coverage During 1973)	THREE UNITS (Total Coverage During 1973)	TWO UNITS (Total Coverage During 1973)	ONE UNIT (Total Coverage During 1973)	HALF UNIT (Total Coverage During 1973)
†through Age 29	\$40,000	\$30,000	\$20,000	\$10,000	\$5,000
30-34	32,000	24,000	16,000	8,000	4,000
35-44	18,000	13,500	9,000	4,500	2,250
45-54	8,800	6,600	4,400	2,200	1,100
55-59	4,800	3,600	2,400	1,200	600
60-64	3,200	2,400	1,600	800	400
65-69	2,000	1,500	1,000	500	250
**70-74*	1,320	990	660	330	165

*Insurance terminates on the 1st day of January coinciding with or next following your 75th birthday.

**No persons, age 70 or over (including those already insured) will be accepted for new insurance.

†Special age bracket for Viet-Vets.

HOW TO ENROLL

1. Type or print all information on Enrollment Form. Be sure to answer all questions and indicate the number of Units desired by checking the appropriate box.

2. See chart above for amount of premium to send with Enrollment.

3. Make check or money order payable to: The American Legion Life Insurance Plan.

4. IF YOU LIVE IN IDAHO, ILL., N.J., N.Y., N.C., OHIO, PA., P.R., TEX., OR WIS. write to the address below for an enrollment/application for use in your state. Applications and/or benefits vary slightly in these areas.

5. Mail the Enrollment and premium to: The American Legion Life Insurance Plan, P.O. Box 5609, Chicago, Ill. 60680.

*Legionnaires who already own one, two, or three units may apply for additional units up to the maximum of Four Units. If you now hold ½ unit, any addition must include another ½ unit, so that you end up with a whole number of units.

ENROLLMENT CARD FOR YEARLY RENEWABLE TERM LIFE INSURANCE FOR MEMBERS OF THE AMERICAN LEGION

Full Name _____ Birth Date _____
Last First Middle Mo. Day Year

Permanent Residence _____
Street No. City State Zip

Name of Beneficiary _____ Relationship _____
Example: Print "Helen Louise Jones," Not "Mrs. H. L. Jones"

Membership Card No. _____ Year _____ Post No. _____ State _____

I apply for the amount of insurance indicated below. (check appropriate box or boxes).

4 Units ☐ 3 Units ☐ 2 Units ☐ 1 Unit ☐ ½ Unit ☐

The following representations shall form a basis for the Insurance Company's approval or rejection of this enrollment: Answer all questions.

1. Present occupation? _____ Are you now actively working?
Yes ☐ No ☐ If No, give reason _____

2. Have you been confined in a hospital within the last year? No ☐ Yes ☐ If Yes, give date, length of stay and cause _____

3. During the last five years, have you ever had heart disease, circulatory disease, kidney disease, liver disease, lung disease, diabetes, or cancer, or have you received treatment or medication for high blood pressure or alcoholism? No ☐ Yes ☐ If yes, give details _____

I represent that, to the best of my knowledge, all statements and answers recorded on this enrollment card are true and complete. I agree that this enrollment card shall be a part of any insurance granted upon it under the policy. I authorize any physician or other person who has attended or examined me, or who may attend or examine me, to disclose or to testify to any knowledge thus acquired.

Dated _____, 19 _____ Signature of _____
Applicant

GMA-300-19 10-72 (Univ.)

1272

The American Legion offers this insurance through Occidental Life Insurance Company of California. Home Office: Los Angeles

☐ I apply for additional Legion Life Insurance: My present certificate number is _____

THE PRICE WE PAY FOR KILLING OUR SST.

(Continued from page 9)

ing a favorable deal for some Concorde's of her own, in return for providing a land corridor over which the planes may fly supersonically at high altitudes. Commercial planes are forbidden to break the sound barrier over American territory at any altitude, and this rule was in effect when Congress killed our SST. The airlines don't care too much, as they only propose to make their faint noises over open ocean and unpopulated areas in our part of the globe.

AT SOME FUTURE date, the airlines might seek the right to fly supersonically over many populated areas at proper altitudes, if public sanity on the question is restored. The decision would be up to the regulating agencies or legislatures, who have a due regard for both the hysterical content of the question and the possibility of a single pilot violating the altitude restriction.

A military bomber boomed Minneapolis in the early 1960's at a low enough altitude to involve the Air Force in the settlement of numerous damage claims. This was not pilot error. The flight plan was then thought to be safe, and most of our actual bad experiences with sonic booms occurred in the early days of military supersonic flights when we were just learning what altitudes are safe.

Nevertheless, most countries will probably never allow supersonic commercial flights over cities as long as the possibility of pilot error remains. The regulating agencies would probably want something like an automatic control to prevent supersonic speed below a safe altitude, lest they run the risk of a single pilot getting them into a peck of trouble if they relax the rules.

The hysterical content of all questions involving SSTs is very real in the United States and other western countries where anti-SST propaganda has been well publicized without regard to its accuracy. There's no question that needless fright influenced Congress when it backed away from our SST. Fantastic tales that SSTs would cause skin cancer (!) alarmed some people. They are traceable to Congressional testimony by a meteorologist who also blamed electric power shortages in New York City on flying saucers, rather than on the known inadequacies of Consolidated Edison's generators.

A few years ago, letters appeared in English newspapers about damage and fright caused by sonic booms from the scheduled test flight of a Concorde. They were all the result of mass hysteria generated by scare publicity, for the plane, due to last-minute difficulties, had never taken off. One of these letters was pathetic in its minute detail of the horrors of a sonic boom that never occurred.

The years we are now living through may go down in history as an era of widespread public hysteria. Future analysts will probably attribute it in large part to the great advances in communication, by which the wildest tales are often instantaneously transmitted to millions of people without sober evaluation. When the public gets such stories at a time when it is concerned over the real problems of our technological society, the conditions for mass hysteria are ripe. Technological questions are so complex that the average person has trouble

Tu-144 contains "all the advances of aviation on one aircraft." It's a real "pilot's and passenger's dream," giving "super speed, reliability and comfort."

The front cover is taken up with a striking color photo of the droop-snoot nose of the Tu-144, which, like the Concorde's, can assume different positions at different speeds.

The back cover shows in color a happy group of Soviet citizens starting on a trip to be flown mostly at twice the speed of sound—possibly the flight which Dr. Tupolev says will be scheduled regularly between Moscow and Vladivostok, on the Pacific, in three hours. Between covers are Tupolev's questions and an-



"My name is Johnny. I am a crook. You have money in the safe. Johnny wants the money in the safe. . . ."

THE AMERICAN LEGION MAGAZINE

separating the credible from the incredible if they are handed to him in a mixed bag of truth and falsehood.

Our particular kind of hysteria does not exist in the Soviet Union, where the media are denied a free press for either responsible or irresponsible reporting unless it pleases the government.

Dr. Tupolev and his associates are in emphatic agreement about another hypothetical SST problem. They say there will be no air pollution worthy of concern from Tu-144 engines in the stratosphere or troposphere. The Soviet Union is no less insistent on being right about this than anyone else. Environmental damage to the upper air levels would be as serious for them as for others. Which is not to say that we should be guided by them. We have our own extensive studies of the same subject.

The beautifully designed and laid out Soviet color brochure claims that the

swers, excellent photography, and interviews with top Soviet aircraft designers and test pilots telling all about the advantages of flying an SST.

At the risk of belaboring the obvious, it is time to say that in killing our SST on the strength of rumors that nobody else would fly any, we have been had. There is not a single sign to suggest that we in any way prevented SSTs from flying—which was our only possible aim. The speculations that frightened us about them don't seem to be bothering other nations that ought to be concerned if our reasons were good reasons.

Did we—at least—stop SSTs from carrying passengers on flights to and from the United States? It doesn't look that way yet, and it certainly seems that Americans, Europeans, Asiatics, Africans and Australians will soon be flying to and from American destinations on Concorde's and perhaps later on Tu-144s.

If so, are foreign airlines going to get all that business, or will our airlines buy foreign SSTs in order to keep up with the competition?

These questions bugged some of our legislative leaders when they saw that the net effect of our SST ban may only be to cut off our own nose to spite our face.

Sen. Gaylord Nelson tried to meet this problem by introducing a bill that would "ban any commercial supersonic aircraft of any country from operating within the territorial limits of the United States." In order to keep Concorde out, it goes beyond setting an American speed limit lower than the speed of sound, which already exists. It has to stop Concorde and other planes from coming here if they are *capable* of supersonic speed, even if they only hit such speeds after they have gained safe altitudes outside of our territory.

Jack Sheffer, U.S. Federal Aviation Administrator, says it can't be done legally, and the Supreme Court of Massachusetts has already declared unconstitutional a Boston Airport regulation to ban planes capable of supersonic speed.

Senator Nelson's bill has not been passed and it is hard to believe it will pass. Most Congressmen can see the endless mischief it would cause. It would

probably make Montreal the great international airport for transatlantic passengers from Maine to Virginia. Other nations would get busy writing specious rules to keep our airlines from landing at their airports. We'd have no answer when they told us it was just a dose of our own medicine.

Right now, then, we can expect that BOAC, Qantas, Air France and other overseas airlines which buy Concorde will offer SST flights to and from U.S. destinations sooner or later. This shifts the scene from our planemakers to our airlines, which are in a real pickle.

According to the hoopla at the time we killed our SST, the big supersonics would fly half empty, and chiefly be a sort of toy for the "jet set" en route to grouse shooting in Scotland or a late show in Paris.

What a relief it would be to many if the Concorde should turn out to fly half empty. They will be a bust. Britain and France will be out a fortune, and the customers who buy Concorde will lose their shirts.

But nobody in the business is willing to bet it will turn out that way. Nations are betting billions and airlines hundreds of millions that it won't.

It is the experience of the airlines that people don't fly for the fun of it, they fly

to get somewhere fast. Given two planes at the same price to the same destination they'll choose the one that gets there quickest.

Every airline that is planning to fly Concorde expects to charge an extra fee, in order to induce plenty of passengers to take the slower planes that still have many revenue-producing miles in them. Most Concorde, they expect, will fly full or nearly full of passengers. The jet set will be welcome, but the expectation is that the business executives, to whom time is money, will swing to SSTs in such numbers that the problem will be to find a way to force enough of them to keep flying overseas on the slower-than-sound planes.

Probably many of the airlines would be happy if the SST would go away for a couple of years. In the long run, they want the fastest possible planes in order to fight spiralling costs. The faster the plane, the quicker its "turnaround." In plain language, it can carry more payloads, make more trips, in any given time.

But the airlines have untold millions invested in existing planes, and would be happy to fly them until they became obsolescent before making a huge new capital investment.

(Continued on page 38)



JACKETS & SWEATERS



A

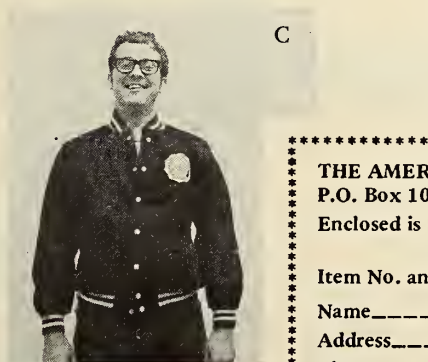
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THE PRICE WE PAY FOR KILLING OUR SST.

(Continued from page 37)

The fact, however, is that—even though they don't know how they can pay for them—our overseas airlines have had to plan on the SST as inevitable.

When our version looked as if it were going to be a reality, most of our airlines planned to buy a few Concorde to tide them over until they could get the American model. Once they had the Boeings, they'd have nothing further to fear from Concorde taking their passengers. When the movement to kill our plane gathered steam, virtually all of our airlines argued for the Boeing, in spite of the financing problem it would give them to own any. Their support of our program was based on their conviction that SSTs are inevitable, and that we should have the best.

WITH THE DEATH of our SST, and with the present certainty of foreign airline competition from Concorde, our airlines now face the question: Should we buy Concorde, and how many?

Most of them have options on Concorde that they must take up this winter or spring—which is just around the corner—if they want to keep their favorable delivery positions. BOAC and Air France contracted for their first nine Concorde last June 28, and our airlines were given six months to keep in step. This deadline is flexible, but only slightly so. Including all extras, each Concorde will cost about \$50 million. Pan Am is in the worst fix. A great deal of its business is on routes where Concorde competition can be expected, with transatlantic flights virtually a certainty in 1975. Pan Am has options on six planes, and under present agreements is guaranteed "simultaneous" deliveries with BOAC and Air France, if it picks up the options quite soon. Should it take none, one, two . . . six?

If it takes none, will its best business start going to foreign rivals? Can it afford to stay subsonic when its rivals go supersonic? If Pan Am chances that, and all the prestige goes to foreign rivals, will the line lose many customers forever? What happens to your firm when it gets a reputation as an old fogey? If you buy no Concorde now, but get some later under the pressure of lost business, how long will it take to get your reputation and your lost fares back? Howard Hughes got into real trouble and eventually lost TWA when he stayed with prop planes for many months when the other lines were going to jet engines.

If there are never going to be any U.S. supersonics, must our airlines buy more Concorde than they'd originally planned? If so, where will they (and we) be if Congress decides later, rather than sooner, that we'd better proceed with our own after all? With too many

millions tied up in Concorde, how many of ours could the lines then buy?

There are no answers to some of these questions. TWA and several others face the same kind of dilemma and it is no fun running American overseas airlines today. No matter what decisions they make, they stand to be damned if they do and damned if they don't, and possibly ruined as well.

Some airlines think that their only salvation may lie in the federal government buying some Concorde and leasing them to any lines that need them. They

development of such planes, they are beyond the reach of private risk capital. One of our alternatives is to continue the retreat abroad, where governments still go all-out in plane development, as we used to. Our aerospace firms might try to get licenses to make Concorde, splitting the business instead of leading it. They have something to offer for a piece of the action—\$1.2 billion worth of experience that we threw away in 1971, if they can arrange to share it.

If Congress rues its action and gets cracking on an American SST again, the situation will be different if it does it sooner or later. Already it will cost far more to turn the clock back than if we'd



"If that's the way he feels about it why doesn't he stay indoors out of sight!"

THE AMERICAN LEGION MAGAZINE

fear bankruptcy if they tie up millions in the wrong decision. And if they should suddenly need Concorde that they didn't order, they might lose too much business while waiting for any that were ordered belatedly. But what are the chances of Congress ever buying British or French Concorde to lease, after it killed the American SST? The political explanations to our unemployed aircraft workers would be most embarrassing.

In any event, as we look at it right now, the net effect of killing our SST has been to pay a huge price for no visible advantage.

It is possible to continue this discussion forever. There are dozens of alternatives in the minds of our plane-makers and airlines to try to make the best of a bad situation. Let's skip them. None of them solves the central problem, which is the fruit of hasty action whose only actual resolution lies with Congress. Governments must finance the de-

never copped out—not only in cash but in ground lost in the race to stay ahead.

The Boeing, for instance, was designed to cruise at 1,800 mph and carry 285 passengers, while the Concorde has a top speed of about 1,350 mph, and a passenger limit of between 102 and 128. The difference in plane capability lies largely in our titanium technology vs. the aluminum technology of the Concorde and Tu-144.

Time which we spend sitting on our hands works entirely against us. While we sit still, others will catch up. Under our own laws, nearly all of our advanced information is available to them, and our lead depends almost solely on our more speedily applying what we have spent so much to develop.

The Russians say they are working some titanium into their SST, and that it will beat a Concorde by between 50 and 200 mph in top speed—which remains to be seen. They don't have our titanium

technology yet, but all we have to do is wait long enough and the great edge we have in titanium technology will peter out.

Thus a discussion of our repenting would be different, depending on whether we speak of changing our minds now or several years hence. The later the worse.

You can talk endlessly about the objections to SSTs that led to our abandoning ours. All of them that are real are controllable, which is why Britain, France and the Soviet Union aren't disturbed by them.

The sonic boom has the power in reckless hands to break things up on the ground, but nobody intends to fly the planes so that they do.

There was no hard answer to the big bugaboo that SSTs "might" inject so much nitrogen oxide or water vapor or something else into the upper levels of the air that they'd alter the climate of the earth. But there isn't a shred of evidence that they would, and there is plenty that they wouldn't.

Such frightening charges had a lot to do with killing our SST. These are basically scientific questions, needing hard answers. But the debate was conducted in the shrill arena of political polemics, and the decision—as it usually is in such

cases—was made in the absence of hard information, bowing to the tempest of words.

No factual information was adduced that such catastrophic results of flying SSTs would occur. When scientific approaches tried to catch up with the alarms, the fright talk retreated into "might," "potential," "unknown," and other semantic havens that are impregnable to fact finding.

The search for facts on this subject has continued. We, and every nation that is developing SSTs, have focused keen scientific attention on it, and continue to do so. No credibility for the charges has yet been discovered, while negative evidence keeps growing.

Nuclear bombs, volcanoes and turbulent storms have injected heavier burdens of more things in greater volume into the upper air than SSTs would, without any of the predicted effects. Military planes have been flying supersonic at SST alti-

tudes for many years, without any such detectable effects.

We shouldn't turn our backs on the remotest possibility of such an event. But we cancelled our program out of mere speculation that such awful things would happen, and what we cancelled was the test program! No wonder Dr. Tupolev isn't worried, and the Concorde makers, though they could hardly believe it, were happy at our hasty retreat. **THE END**

ED. NOTE: At its 1971 Nat'l Convention The American Legion passed Res. 45, asking Congress to re-evaluate its action on the SST and to accelerate public and private development and production of an American supersonic transport.

Ansel Edward Talbert ranks in the top echelon of American aviation writers and reporters. He has personally covered aviation around the globe and from pole to pole for newspapers, radio and television. Before it folded, he was military and aviation editor of the New York Herald Tribune, and has edited several aviation publications. He holds numerous awards for aviation reporting here and abroad, and has served with both the Harmon and Collier aviation trophy committees. He is a past commander of Air Service Post, American Legion, in New York City. He has personally inspected the Russian prototype Tu-144 SST and has flown at 1,350 mph in the British-French Concorde SST. More on him on p. 3119, Vol. 2, 1972-3 Who's Who in America.

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DAVY CROCKETT, FRONTIER HERO AND HUMORIST

(Continued from page 20)

later Mark Twain, in similar circumstances, said that the reports of his own death were "greatly exaggerated."

Davy and his family lived at Shoal Creek for nearly three years. As he tells it, they lived "without any law at all; and so many bad characters began to flock in upon us, that we found it necessary to set up a sort of temporary government of our own."

In this "government," Crockett was appointed one of the magistrates. "When a man owed a debt and wouldn't pay it, I and my constable ordered our warrant and then he would take the man and bring him before me for trial. . . . If anyone was charged with marking his neighbor's hogs, or with stealing anything—which happened pretty often in those days—I would have him taken, and if there were tolerable grounds for the charge, I would have him well shipp'd."

LATER, WHEN the Tennessee legislature added Crockett's area to Giles County, he was officially made a squire, or a justice of the peace. "They told me my warrants must be in real writing, and signed, and that I must keep a book and write my proceedings in it. This was a hard business for me, for I could just barely write my own name. . . . I had a pretty well informed constable, however, and he aided me very much in this business.

"In this way, I got on pretty well, till by care and attention, I improved my handwriting in such a manner as to be able to prepare my warrants, and keep my record book without much difficulty. My judgments were never appealed from, and if they had been, they would have stuck like wax, as I gave my decisions on the principles of common justice and honesty between man and man, and relied on natural born sense and not on law learning to guide me; for I had never read a page in a law book in all my life."

Evidently, his neighbors were suitably impressed. They asked him to run for the Tennessee legislature in 1821. About the first of June, he began electioneering, "which was a bran-fire new business to me. It now became necessary that I should tell the people something about the government and an eternal sight of other things that I knowed nothing more about than I did about Latin, and law, and such things as that.

"I went first into Keckman County, to see what I could do among the people as a candidate. Here, they told me that they wanted to move their town nearer to the centre of the county, and I must come out in favor of it. There's no devil if I knowed what this meant, or how the town was to be moved; and so I kept

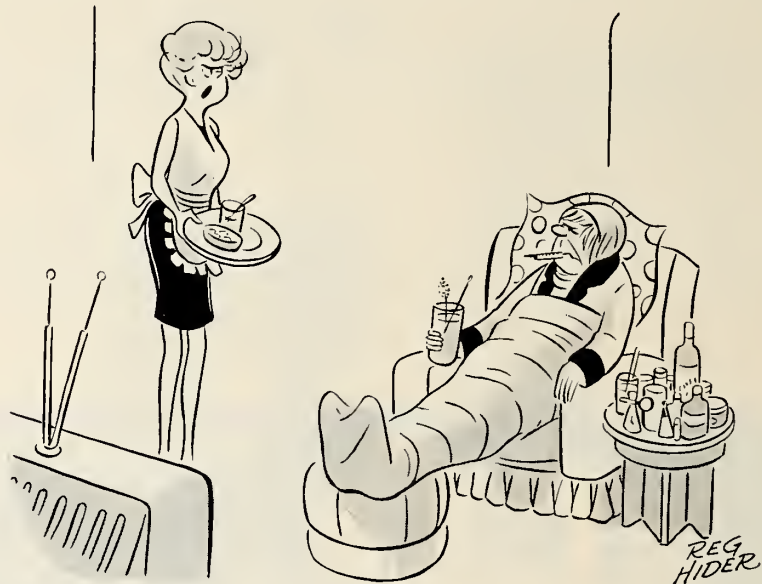
dark, going on the identical same plan that I now find is called 'noncommittal.'"

Even as a candidate for the state legislature, Davy was a backwoodsman and a hunter first. "About this time, there was a great squirrel hunt on Duck River, which was among my people. They were to hunt two days; and then to meet and count the scalps, and have a big barbecue, and what might be called a tip-top country frolic. The dinner, and a general treat, was all to be paid for by the party having taken the fewest scalps. I joined one side, taking the place of one of the hunters, and got a gun ready for

During the next weeks, by making sure he spoke last, Davy began to learn "pretty fast about government matters." But he largely limited himself to telling "some laughable story," and shutting up. In the end, he was elected, "doubling my competitor and nine votes over."

Davy did all right at the legislature, despite his ignorance. In his autobiography, he tells of meeting James K. Polk, then a Congressman from Tennessee.

"He said to me, 'Well, Colonel, I suppose we shall have a radical change of the judiciary at the next session of the legislature.' 'Very likely, sir,' says I." Davy quickly changed the subject, ". . .



"You treat that cold better than you do me."

THE AMERICAN LEGION MAGAZINE

the hunt. I killed a great many squirrels and when we counted scalps, my party was victorious."

But before the frolic Crockett was called on to make a speech. "I made many apologies and tried to get off, for I know'd I had a man to run against who could speak prime and I know'd too, that I wasn't able to shuffle and cut with him. He was there, and knowing my ignorance as well as I did myself, he also urged me to make a speech. The truth is, he thought my being a candidate was a mere matter of sport."

Somehow, Crockett stumbled through his first speech ("I choaked up as bad as if my mouth had been jamm'd and cramm'd chock full of dry mush"). Then he started telling stories and his audience warmed to him. When he came to a natural stopping-place, he suggested that they all go to the liquor stand to wet their whistles a little, leaving "mighty few left to hear" the other candidate.

for I was afraid some one would ask me what the judiciary was, and if I knowed I wish I may be shot. I don't indeed believe I had ever before heard that there was any such thing in all nature. . . .

"I went on," he wrote, "and before I had been there long, I could have told what the judiciary was, and what the government was, too; and many other things that I had known nothing about before."

Back home, a freak flood washed away Crockett's grist mill and his powder mill, too. "They had cost me upwards of three thousand dollars; more than I was worth in the world."

Crockett decided to pay his debts and move on, which he did, to the extreme western part of Tennessee, near the junction of the Obion with the Mississippi. "I selected a spot when I got there, and the nearest house to it was seven miles and the next nearest was 15 and so on, to 20. It was a complete wilderness and full of Indians who were hunting. Game was

plenty of almost every kind, which suited me exactly, as I was always fond of hunting."

One day, Davy took his "too pretty good dogs and an old hound" six miles up the river. "My old hound went to a log and smelt it awhile and then raised his eyes toward the sky and cried out. Away he went, and my other dogs with him. I followed on as hard as I could drive."

Three times, Crockett caught up with his dogs, only to find they were "barking up the wrong tree." Furious now, he was ready to end the old hound's misery. "Then, I saw in and about the biggest bear that was ever seen in America.

"I broke like a quarter horse after my bear, for the sight of him had put new springs in me. In a little time, I saw the bear climbing up a large black oak tree."

Crockett shot the bear twice and the animal tumbled out of the tree, down into the group of barking dogs. "I heard one of my best dogs cry out. I took my tomahawk in one hand and my big butcher-knife in the other and ran within four or five paces of him, at which he lets my dog go and fixed his eyes on me. I got back in all sorts of a hurry, for I knowed when he got hold of me, he would hug me altogether too close for comfort." A third shot finished the bear off.

Later, Davy returned with help. They spent half the night butchering the bear. "I can assert, on my honor, that I believe he would have weighed 600 pounds. It was the second largest I ever saw. I killed one, a few years after, that weighed 617 pounds. I was well satisfied that a dog might sometimes be doing a good business, even when he seemed to be barking up the wrong tree."

ABOUT THIS time, Crockett was approached to run for the legislature from the new district he'd moved to. This he did, confounding his opponents with funny stories and a very effective electioneering tactic.

He had made a large buckskin hunting-shirt "with a couple of pockets holding about a peck each. In one, I would carry a great big twist of tobacco and in the other my bottle of liquor, for I know'd when I met a man and offered him a dram, he would throw out his quid of tobacco to take one and after he had taken his horn (drink), I would out with my twist and give him another chew. And in this way, he would not be worse off than when I found him and I would be sure to leave him in a first-rate good humor."

Davy was elected again, spending two more terms in the state legislature. Finally, in 1824, his friends convinced him to run for Congress. The first time out, he was beaten by just two votes. The second time, in 1826, he found himself with two

opponents, both of whom ignored him to do battle with each other.

One day, with the three of them taking turns addressing an audience, a flock of guinea fowl wandered near the platform. One of Crockett's opponents was speaking. The birds "set up the most unmerciful chattering that ever was heard. They so confused [Davy's opponent] that he made a stop and requested that they might be driven away. I let him finish his speech, then, walking up to him, said aloud, 'Well, Colonel, you are the first man I ever saw that understood the language of fowls.' I told him that he had not had the politeness to name me in his speech, and that when my little friends the guinea fowls had come up and began to holler, 'Crockett, Crockett, Crockett,' he had been ungenerous enough to stop and drive them all away. This raised a universal shout among the people for me."

At any rate, Crockett's unfailing good humor—however corny—and his honesty got him elected to Congress, as a member of the Jackson delegation. On the way to Washington, dressed as a backwoodsman, as usual, he was stopped by an officious-looking gentleman, who asked who he was.

"I'm David Crockett, fresh from the back woods, half horse, half alligator, a little touched with snapping turtle. I can wade the Mississippi, leap the Ohio, ride a streak of lightning, slip without a scratch down a honey locust, whip my weight in wildcats, hug a bear too close for comfort and eat any man opposed to Jackson," he replied. For decades, this colorful boast—and variations of it—was a favorite mouthful for any man who wanted to assert himself anywhere on the frontier. Whether Crockett started it or was only repeating it, no man knows.

For a while, Davy had tough sledding in Congress. "No one can imagine what dreadful hard work it is to keep awake and listen to what's said most of the time. Splitting gum logs in August is nothing beside it."

But bit by bit, he mastered his subject, eventually growing reasonably accomplished in debate and rebuttal, as the printed records of Congress show.

Although he'd been elected as a Jack-

(Continued on page 42)

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son partisan, he broke with President Jackson during his second term in Congress, in 1829 and 1830. Jackson wanted to sell the remaining public lands in Tennessee and other backwoods locations for a high price. Crockett felt that most of the original settlers had lost their land because of speculators already. If the remaining land was sold at a high price, the speculators would get that too—not the farmers who'd worked so hard to clear it.

For the first and only time, Crockett wrote a bill himself, dealing with the issue. Even now, it reads well, and seems carefully thought out and clearly worded. It was an attempt to protect the rights of the poor farmers, to keep land prices low so that they could afford a piece for themselves. But, after many postponements, his bill was defeated by the Jackson forces. Jackson himself, it seems, was one of the land speculators.

BEFORE CROCKETT's second term in Congress was over, he again clashed with Jackson over land—this time over the disposal of land possessed by the Cherokees, the Creeks, the Choctaws, the Chickasaws and the Seminoles. This land had been granted to them by George Washington, "forever," a status reaffirmed by Andrew Jackson himself after the Creeks were defeated—at least for what Jackson then let them keep. But several states were taking the land as they pleased and it was rapidly being settled.

Jackson and his party put together a measure for the removal of the five tribes to lands beyond the Mississippi, abrogating the former treaties. Alone among the members of the Tennessee delegation, Crockett opposed this bill. And when it seemed that nothing could defeat it, he called for amendments that would at least make the removal subject to careful planning and surveys. These amendments were beaten back, the bill was passed, and when Davy ran for Congress a third time, Jackson's party beat him, too.

By now, Davy Crockett was a well-known character around Washington. In fact, he had considerable national fame. Stories were being told about him all over the country. Two separate plays, "The Lion of the West" and "The Kentuckian," were put on in the East, both of them thinly disguised versions of Crockett's life. Each had a hero named Col. Nimrod Wildfire, a hunter in a coonskin cap and deerskin leggings, who sounded almost exactly like Crockett, or at least as Crockett allowed himself to sound.

Having lost his seat in Congress, Crockett simply went home to the wilder-

ness, to shoot bears and explore the countryside.

One cold night, he fell into a river while trying to cross it. His story of how he saved his life is a classic of straight-faced frontier humor.

"My leather breeches and everything else I had on was wet and frozen. My fire was very bad and I couldn't find anything that would burn well to make it any better, so I concluded I should freeze, if I didn't warm myself in some way. So I got up and hollered a while and then I would just jump up and down with all my might and throw myself into all sorts

campaign, harped on Jackson's manipulations and, in the end, was sent back to Congress with a majority of 202 votes.

Crockett was now sufficiently famous to be of some use to Jackson's opponents, the Whigs (the political party whose nucleus, when it broke up in the 1850's, became the Republicans). They contrived to convince him to take a tour of the North—Baltimore, Philadelphia, New York, Boston and points between. They were sure they'd be able to exploit his fame to promote their cause.

Davy, who'd never seen the North and East, wanted to go, but had no idea of what lay ahead of him. He thought he'd be among "tens of thousands who would



"Just fill out these forms, and if he isn't back by then—"

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of motions. But all this wouldn't do, for my blood was getting cold and the chills coming all over me.

"I was so tired, too, that I could hardly walk, but I thought I would do the best I could to save my life, and then, if I died, nobody would be to blame. So I went out to a tree about two feet through and not a limb on it for 30 feet and I would climb up to the limbs and then lock my arms together around it and slide down to the bottom again. This would make the insides of my legs and arms feel mighty warm and good. I continued this till daylight in the morning and how often I clumb up my tree and slid down I don't know, but I reckon at least 100 times."

When time came for the next Congressional election, he ran again while Jackson's men did their best to stop him. They even split up his old district. But that was their undoing. Crockett, in his

pass me by without knowing or caring who I was."

The trip began auspiciously enough. On the way, Davy took his first train ride. "This was a clean new sight to me. About a dozen big stages hung on to one machine. After a good deal of fuss, we all got seated and moved slowly off, the engine wheezing as if she had the tizzick. By-and-by, she began to take short breaths, and away we went with a blue streak after us. I could only judge the speed by putting my head out to spit, which I did and overtook it so quickly that it hit me smack in the face."

When Davy arrived in Philadelphia, he got the first hint of the public acclaim that was to accompany him wherever he went during the tour. Arriving, finally, by steamboat, "I saw the whole face of the earth covered with people, all anxiously looking on toward the boat. The captain and myself were standing on the

bow-deck. He pointed his finger at me, and people slung their hats and huzzaed for Colonel Crockett. It struck me with astonishment, to hear a strange people huzzaing for me and made me feel sort of qucer.

"Some gentleman took hold of me, and put me into an elegant barouche, drawn by four fine horses. The streets were crowded to a great distance, and the windows full of people, looking out, I supposed, to see the wildman. I thought I had rather bc in the wilderness with my gun and dogs, than to be attracting all that fuss."

IN PHILADELPHIA, he was wined and dined by the leading citizens, taken to see the water works and the Mint. "I asked if the workmen [at the Mint] never stole any of the coin. They said not: they got used to it. Well, I thought that was what my parson would call heterodox doctrine, that the longer a man was in temptation, the more he would not sin. But I let it pass."

After the Mint, Davy was taken to the insane asylum, "a very unpleasant sight. I am not able, nor do I wish to be able, to describe it." Then, his friends took him to see the Exchange, where he spoke for about a half hour to more than 5,000 cheering people. Afterward, "it appeared as if all the world had a desire to shake hands with me."

That night, Davy went to the theater. "What a pity it is," he later wrote, "that these theaters are not contrived that everybody could go. But the fact is, backwoodsman as I am, I have heard some things in them that was a leetle too tough for good women and modest men. Folks pretend to say that high people don't mind these things. Well, it may be that they are better acquainted with vice than we plain folks, but I am yet to live and see a woman polished out of the natural feelings."

While in Philadelphia, he was invited to order a fine rifle, to his specifications, as a gift from the Whigs.

On the 29th of April, he headed by steamboat for New York. "When we swung round to the warf, it was covered with people, who inquired if I was on board, and when the captain told them I was, they slung their hats and gave three cheers."

In New York, as in Philadelphia, he was taken under the wing of some leading Whigs, invited to fancy dinners and encouraged to give speeches. He saw the docks, the Exchange and Peale's Museum. The latter became a lively place when P.T. Barnum bought it, but under Peale it was a great collection of stuffed or lifeless objects. Said Crockett, "I shall not attempt to describe the curiosities here. It is above my bend. I could not help, however, thinking what pleasure or curiosity folks could take in stick-

ing up whole rows of little bugs and such like varmints."

At one dinner, he explained why he no longer followed President Jackson. He was, he said, "like the boy whose master ordered him to plough across the field to the red cow. Well, he began to plough and she began to walk, and he ploughed all forenoon after her. So, when the master came, he swore at him for going so crooked. 'Why sir,' said the boy, 'you told me to plough to the red cow and I kept after her, but she always kept moving.'" To avoid such a mistake, Davy explained, he followed Jackson, as long as the General went straight. "But when he began to go this way and that way and every way, I wouldn't go after him."

Later, he set down his impressions of New York. "In that city, they're forever tearing down buildings and putting up new ones. A man I talked to pointed to the house he was leaving and it was a fine house, but in a few hours, there were men on top of it and before evening, there was daylight through it. John Jacob Astor is going to build a great tavern where it stood."

On the other hand, he felt deeply for the common people, his type of people. "What a miserable place a city is for poor people. They are half starved, poorly clothed and perished for fire. I sometimes wonder they do not clear out to a new country, where every skin hangs by its own tail. But I suppose they think an hour's indulgence in vice is sweet enough for the bitter of the rest."

Crockett also wrote of New York's night life, such as it was in 1834. "All such fiddling and dancing nobody never saw. . . . I thought I'd rather risk myself amongst wild Indians than amongst these creatures at night. There's too many people in New York and too close together. But I tell you one thing, I went to the theater and saw the prettiest play-acting lady in the world."

FROM NEW YORK, Crockett traveled by a boat to Providence, and then to Boston by stagecoach. "They appear to me to live in New England more snugly and have more kind feelings toward each other than any people I ever saw," he wrote. While there, he saw Bunker Hill, the U.S.S. Constitution and other sights.

Wherever he went, Davy Crockett was received with the acclaim and admiration due a national folk hero. There was even some talk about running him for President.

Politically speaking, the trip turned out to be Crockett's undoing. The voters back home didn't appreciate it one bit. And most of them liked Jackson. So, at the height of Crockett's national popularity, when even he was beginning to take this Presidential talk seriously, (Continued on page 44)

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DAVY CROCKETT, FRONTIER HERO AND HUMORIST

(Continued from page 43)

he was defeated when he ran for Congress in 1834.

Disappointed and disheartened by his defeat, Davy decided to leave Tennessee, to find someplace else where he could be in the center of action and, at the same time, at the edge of the frontier. His attention turned to Texas.

Between 1821 and 1835, more than 25,000 Americans had migrated to Texas, encouraged to do so by a liberal Mexican land policy. But this policy had changed and conflict had broken out between the new Texans and the Government of Mexico. On Oct. 2, 1835, the Texas revolution broke out in earnest.

"There's something about this which makes me feel I must be in it," Davy wrote. "Perhaps, in the end, I can carve out new land for ourselves." And so, a month or six weeks after the Texas revolution began, Davy Crockett was off, with his "Betsy" over his shoulder.

By January of the next year, he wrote home, "Although I have had many difficulties to encounter, I have gone through safe and have been received by everybody with open arms of friendship. I must say as to what I have seen of Texas, it is the garden spot of the world. I have taken the oath of the government and enrolled my name as a volunteer for six months. I have but little doubt of

being elected a member to form the Constitution for this province. I am rejoined at my fate. I had rather be in my present position than to be elected to a seat in Congress for life."

Eventually, Crockett headed toward the town of Bexar (San Antonio), on the San Antonio River, where the Alamo was. In December, the Texans had captured this town, greatly boosting their cause. Now, however, the Mexicans seemed about to retake it. If they succeeded, they'd be able to use it as a base against the entire state.

Crockett arrived at the Alamo well before the famous siege began. There, Jim Bowie was commanding a company of 145 volunteers and William Travis was second in command. Santa Anna, the Mexican general, was marching toward the fort with an army of more than 2,000 soldiers.

THE SIEGE OF the Alamo began on Feb. 23, 1836. At first the Texans resisted without much difficulty. The initial bombardments did little damage and killed no one. In fact, six days after the siege began, 32 more volunteers managed to reinforce the fort. But Santa Anna's forces were growing, too. By the night of March 5, he had, by most estimates, more than 5,000 men. The less

than 200 Texans in the Alamo were running short of food. Both Bowie and Travis were sick.

The final assault took place on the evening of March 5. Four columns of Mexican troops stormed the place with ladders, crowbars and axes. The Texans took a tremendous toll of their enemy, but fell, themselves, one by one.

After Bowie and Travis were killed, the command fell first to John Baugh, then to Davy Crockett. Eyewitness accounts of the battle say that Crockett was everywhere, encouraging the men, meeting assaults, killing many of the foe with his deadly marksmanship.

Travis had asked him to defend the



"We'll do something as soon as we figure out what's keeping you alive."

THE AMERICAN LEGION MAGAZINE

wall on the south side of the Alamo, where the fighting was the hottest. Here Davy Crockett fell, along with the other volunteers from Tennessee. He was 49 years old.

The Texans in the Alamo had withstood for 12 days an army that outnumbered them as much as 30 to 1. The final battle took little more than an hour. Crockett and the others died a glorious death, if any death can be so described. But all men must die, and, for Davy Crockett, it was a fitting and heroic end.

Years later, accounts appeared saying the Mexicans had captured five men. Crockett among them. These were then executed, by order of Santa Anna, or so the story goes. But Crockett was not taken prisoner. A woman, Mrs. Dickinson, a little girl and a Negro boy were hidden in one of the Alamo's outer rooms. They were spared. Five Texans were captured, according to Mrs. Dickinson, but Crockett was not among them.

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

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	Average No. Copies Each Issue During Preceding 12 Months	Actual Number of Copies of Single Issue Published Nearest To Filing Date
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B. Paid Circulation		
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C. Total Paid Circulation	2,689,609	2,689,000
D. Free Distribution by Mail, Carrier or Other Means		
1. Samples, Complimentary, and other free copies....	9,958	9,365
2. Copies Distributed to News Agents, But Not Sold	None	None
E. Total Distribution (sum of C and D)	2,699,567	2,698,365
F. Office Use, Left-over, Unaccounted, Spoiled		
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G. Total (sum of E & F—should equal net press run shown in A)	2,720,563	2,699,258
I certify that the statements made by me above are correct and complete.		James F. O'Neil

She saw him lying among the dead, his coonskin cap beside him.

Weighed in the balance, the public acts of Davy Crockett—except for his heroic stand at the Alamo—don't really amount to much. He wasn't really a vital part of Jackson's army in the Creek war. As a Congressman, he accomplished little, except to establish himself as a popular figure and rustic character. His best efforts there—on behalf of the civilized Indian tribes—were failures.

But the private man was a good deal more than that. In his private life, he exemplified many of the traits Americans then and now admire most—courage, independence, honesty, resourcefulness, determination and good humor. In his time and after, Davy Crockett captured the imagination of America just by being Davy Crockett. His untutored judgment would pass muster among most Americans at any period of our history.

Not surprisingly, people weren't satisfied with simply relating his exploits as they really occurred. He embroidered them himself for the fun of it and others tried to outdo him. They embroidered and exaggerated and told tall tales of Crockett that were stolen from Indian legends and taken from Scottish and Irish folk tales.

For 20 years after his death, stories were told of Davy Crockett as if he were

still alive and kicking. He was said to have been shot by a silver bullet at the Alamo that did him no harm. He feigned death, they said, then, after the battle, killed the Mexicans who'd murdered the five prisoners. Then, he took off for the northern Prairie, to hunt buffalo with the Indians.

THE YEAR BEFORE the Alamo, 1835, all the world was awaiting Halley's Comet, with its long, fiery tail. Many feared its arrival, thinking the tail would sweep over the world, bringing with it death and destruction. But all this fear was dissipated by a Crockett story that swept the country. Davy Crockett, according to the tale, intended to climb the highest mountain in the Alleghenies and wring the tail off the comet as it passed by, thereby saving the world. "I'll tell you," storytellers said, "it's nothing to Crockett."

Another typical story of Davy Crockett concerned the time he was traveling up the Ohio in a steamboat. It seemed that the machinery got jammed up somehow and the boat began drifting with the current. Seeing the trouble, Crockett hopped out of the boat, grabbed hold of a line and swam upstream, towing the boat as he went.

While many of these stories—and there were dozens of them—were fanci-

ful, some were based on fact. Among these, most probably, is a tale that was published in a supposedly autobiographical volume that appeared after his death, about his trip to Texas. It has no particular point except to sound like a fairy tale.

According to this story, Davy met up with five companions during the trip from Tennessee to Texas. The first was a gambler whom Davy called Thimblorig. They met while Thimblorig was performing in front of a small audience, with three thimbles and a pea. Davy spotted the trick and found the pea. Then, he befriended the man. These two were soon joined by a young man who said he was a bee hunter, someone with incredibly sharp eyes and very fleet of foot, who could spot a bee and chase it to its hive, locating the honey and the wax.

Thimblorig, Bee Hunter and Crockett went on, heading for Texas, and soon met an old pirate, from Lafitte's crew, and an old Indian who accompanied the pirate.

This odd fivesome traveled together for quite a while, until Bee Hunter spotted a bee and couldn't restrain himself. He was off. Crockett tried to follow, but soon got lost. A Mexican cougar attacked him, but, after a fierce

(Continued on page 46)



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JOB-HUNTING COLLEGE GRADS. CYCLING GAINS IN POPULARITY. LOWER AIR FARES WINGING IN?

For the second year in a row, the labor market has not absorbed all the college students who were graduated in June, nor have starting salaries advanced much. The College Placement Council figures that beginning pay in 1972 is up a mere 2% over 1971, whereas annual hikes of 5% to 7% had been common in prior years.

More and more observers now predict that future college graduates are in for some ticklish sledding. Here's why:

- Currently, about 25% of the college-age population (18 to 24) is enrolled in an institution of higher learning. By 1980 that figure could go to almost 50%, unless present trends are halted.

- This year, nearly 1 million bachelor degrees were granted. By 1980 the total could rise to around 1.3 million, and the upturn in higher degrees (masters, doctoral) might be even more spectacular.

- Professions such as law and teaching will be vastly oversupplied with job seekers in the very near future.

- Unemployment in the latest college crop is a dismal 8%, whereas the national average is about 5.5%.

What's the answer? Nobody knows, but what is certain is that the number of college students is not going to diminish—because of the belief (apparently true) that a college education usually results in higher life-time earnings. Educators and government officials see these as possibilities: More emphasis on vocational training (the United States is short of skilled and semi-skilled workers); fewer courses in subjects already oversupplied with students; maybe government job assistance for stranded graduates, and a better choice of college and studies by both parents and students.

* * *

It's going to be another bumper Christmas for the bicycle industry (both United States and foreign), and not just because of the youngsters. People of all ages have taken to cycling, sending prices for really fancy machines up to the \$400 mark.

In picking a bicycle, be sure that it's a well-built machine, that the rider is comfortable on it, and that it doesn't have any dangerous doodads. Thereafter, road safety and maintenance are the obvious considerations. The Bicycle Institute of America has these suggestions:

- 1) The cardinal rule for bike safety is a brake that's in A-1 shape, and be sure the chain is neither too tight nor too slack.
- 2) Keep tires properly inflated and check any strange noises.
- 3) The bike should be equipped with a bell that can be heard at 100 ft.; a headlamp visible at 500 ft., and a rear reflector visible at 300 ft.
- 4) **Don't carry passengers—especially on handlebars.** Carry packages only if you have a basket or luggage carrier.
- 5) Keep to the right side of the road. Use hand signals for turns and stops. Ride single file. Don't "hitch" rides on buses and trucks. Walk when in heavy traffic, and don't dart out from between parked cars.
- 6) Keep the machine clean and well lubricated.

* * *

Group air travel fares are sure to come down in the future. The situation still is in ferment, but the outcome (lower fares) is just about certain.

The Civil Aeronautics Board, tired of what it calls "flouting existing charter rules," has lifted the old "affinity" requirements on such flights. That means you no longer have to be a member of a special group to qualify for charter rates. As long as you are traveling with a group of 40, no matter how it was assembled, charter rates can apply.

While U.S. airlines profess to be unhappy about the ruling and are challenging it, lower rates nevertheless seem all but inevitable. Already, one British carrier is talking about one-way, London-to-New York fares of \$81.25 in winter and \$92.50 in summer.

By Edgar A. Grunwald

DAVY CROCKETT, FRONTIER HERO AND HUMORIST

(Continued from page 45)

fight, he managed to kill the animal with his hunting knife. Then, while he slept, his horse vanished. Fortunately, Crockett was found by some friendly Indians. They returned his horse to him—one of their young braves had stolen it—and led him back to his friends.

Together again, the five men proceeded toward the Alamo, or so the story goes. They met a troop of Mexican soldiers, 15 or 20 of them. There was a swift battle and the Mexicans were de-



"Would you put this steak in a doggie bag? I'd like to see that dog of mine confronted by the realities of life."

THE AMERICAN LEGION MAGAZINE

feated. Finally, the five came to the Alamo and joined its defenders.

According to the story, all five showed great courage at the Battle of the Alamo. The old pirate was a messenger and so was Bee Hunter. Thimblereg and the Indian stayed with Crockett to the last, the gambler especially distinguishing himself. Naturally, Crockett couldn't have written all of this, since it ends with his death. But it may have been based on letters home before the end.

Historical record shows us that there was a seafaring man at the Alamo, a man named Daniel Jackson. By tradition, the Bee Hunter is said to be named Johnson and there was a young man named Johnson who acted as a courier during the siege. Thimblereg may well have been a noted gambler, Jonathan Harrington Green, who was apparently traveling with Crockett at this time.

This story and several others appeared in one of the three autobiographical works Crockett is said to have written, "A

Narrative of the Life of Davy Crockett," published in 1834, "An Account of Col. Crockett's Tour to the North and Down East," published in the same year, and "Col. Crockett's Exploits and Adventures in Texas," published after his death in 1836.

The authorship of all three of these books, especially the last, is in some doubt. Davy himself admitted that he had help with his first autobiography. Yet they all capture the flavor of the man

and square reasonably well with actual events of the time.

Most of the rest of the Crockett tales appear in the so-called Crockett Almanacs, a series of volumes begun in 1836 and continued for 20 years. The first was published under his copyright, the rest "by the Crockett family." Some 50 issues are known to exist.

The Crockett Almanacs, though they told mostly of Davy's exploits, or said they did, also contained tales of Daniel

Boone, Mike Fink, Kit Carson, the imaginary giant Paul Bunyan and his southern counterpart, Tony Beaver.

Among these, Boone and Crockett especially have left us a legacy for the American spirit, a testimony to the courage and determination that was needed to create this nation. They are uniquely a part of our history. If we have made mythical characters of them, no matter, for there is an essential truth behind the myth.

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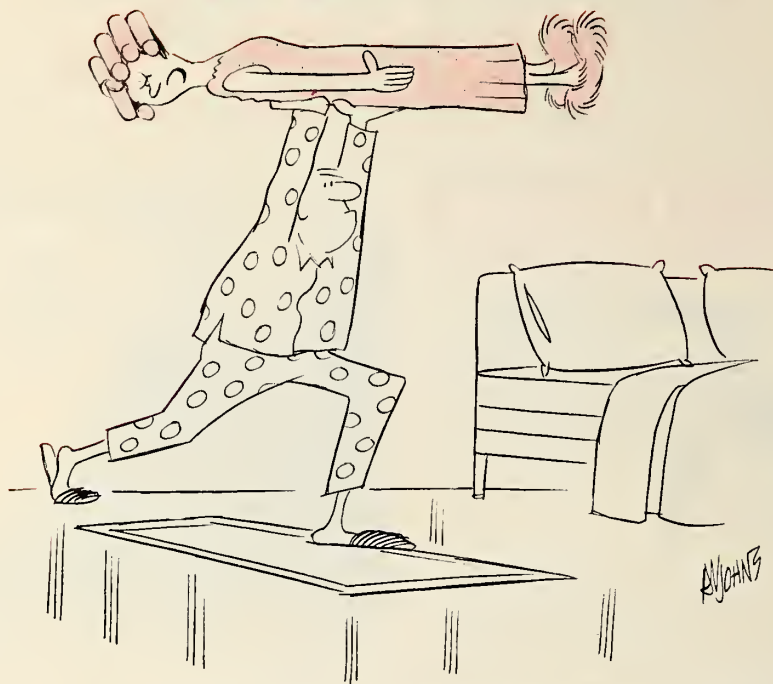


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"I'll be glad when we can afford to get a set of weights!"

THE AMERICAN LEGION MAGAZINE

GOVERNMENT INTERFERENCE

A nine year old boy was getting his mail ready for Santa Claus. "Please send me \$50.00 for an electric train. My dad just got out of the hospital, so he can't afford to buy me one this Christmas."

An alert postmaster forwarded the letter to a welfare agency, but it inadvertently wound up at a regional Internal Revenue office. One of the tax men felt sorry for the lad and mailed him a check for \$5.00. When the youngster received it, he proceeded to write another letter.

"Dear Santa: Thanks very much for the money, but next time please don't send it thru IRS. They figured I'm in a 90% bracket and kept \$45.00 in deductions."

DON SUTTER

MEDICAL NOTES

As the doctor examined the patient he remarked, "You seemed fascinated by that medical magazine out there in my waiting room."

The patient responded, "I certainly was. The issue you have out there announces the discovery of ether."

ROBERT RICH

OUT OF HER ELEMENT

A wife, just learning to drive the family car, had the traffic hopelessly snarled as she tried to make an illegal left turn. Excitedly, she turned to her husband and screamed, "What do I do now?"

"I don't know," he replied calmly, "but I'm sure if you'll just get into the back seat, you'll be able to figure it out."

DOROTHEA KENT

HELP NEEDED!

Two executives ran into each other at the door of their psychiatrist's office.

"Hello," said one. "Are you coming or going?"

"If I knew that," said the other, "I wouldn't be here."

LUCILLE J. GOODYEAR

I'M GETTING SEMI-MENTAL OVER WHO? ?

To 'Season's Greetings' sent unsigned,
I've more or less become resigned.
But those from folk I can't recall,
Completely drive me up a wall!

WILLIAM THURBER

REMEMBERING WHEN

Parents: People who lie awake wondering
if daughter's dreamboat is one of those
ships that make a pass in the night.

GENE YASINAK

CRIME AGAINST SOCIETY

He ought to be indicted
Who drops in uninvited.

JOYCE KIRCHER MITCHELLSON

THE PHANTOM DOG

I placed a sign, "BEWARE OF DOG."
On my house, front and back;
The neighbors sadly shook their heads,
Like I had blown my stack.

That I don't really have a dog,
Of this there is no doubt;
But no burglar has been brave enough,
To check the matter out.

ROBERT FISK

THE SECRET

A riot is what happens when too many
birds or a ruffled feather flock together.

VAL PETERS

THE SAGE

With infinite wisdom
Cool, calm and benign
I solve any problem
Unless it is mine

VIRGINIA S. ALLEN

JOIN THE GROUP

Neurotic: When a fellow needs a fret.

RAYMOND J. CIVIKOTA



"Take off a quarter's worth."

THE AMERICAN LEGION MAGAZINE

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In homes all across the land, more people give, more people receive, and more people serve 7 Crown than any other brand. And for good reason: the smoother, light taste that has convinced millions of Americans that they can Say Seagram's and Be Sure.

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smoked a cigarette stamped with
his family crest.

Now everybody will be smoking
cigarettes stamped with their own
family crest

...almost everybody.



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